FOR LIVERPOOL The ship *Alan Ker*, 600 tons, Captain, McKechnie, to sail 25th October.---For Freight apply to Messrs. McVicar Burn and Co.

BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

THERE being a vacancy in the Office of Librarian, Candidates, (Europeans or Indo Britons) are requested to forward their testimonials to the Secretary before the 15th Instant, on which day, at 3 P. M. the Committee will meet to decide upon them. The Salary will not exceed Rs. 80 per mensem.
James Bird.—*Officiating Secretary.*
Bombay, Town Hall, 7th Oct. 1839.

VAN DIEMANS LAND.

A small party are desirous of arranging for the despatch of a Vessel, direct to Van Diemans Land from Bombay, the middle of November, selecting the size of the ship, according to the extent of accommodation, that may be required. Every late account from the Cape of Good Hope, shows a continued increase in the price of all the necessaries, and most of the comforts of life in that Colony, rendering it difficult for persons on slender means to reside there without sacrifices they have not been accustomed to, and such as prove a serious drawback to their recovery of health, whilst on the other hand, the climate, the associations, and productions, of Van Diemans Land and our other Australian colonies, are more exclusively English. and have been pronounced by competent judges far more powerfully restorative in their effects on invalids from the Tropics, than every other known part of the world. The voyage is about 2 months from Bombay. Parties desirous to avail themselves of an opportunity of proceeding to Van Diemans Land, are thus invited to signify their intentions to *Messrs. Skinner and Co.* that if a sufficient number of Passengers offers, arrangements may be made for engaging a vessel, and as such must be completed by the latter end of October, no time should be lost in effecting the necessary preparations.—
Bombay, 4th October, 1839.

NOTICE is hereby given, that the firm heretofore subsisting between *Dinshaw Dadabhoy Ghanthee, Framjee Nasserwanjee*, and *Rustomjee Hormasjee Cama*, deceased, under the name of *Dinshaw, Rustomjee and Co.*, Bombay Merchants, was dissolved by mutual consent on the 6th day of March last.

All persons who are indebted to, or have any claim against the said Firm, are hereby required to send in an account of the same to the said *Dinshaw Dadabhoy Ghanthee*—such as are resident in the Island of Bombay within 14 days, and the others within 6 months from the date hereof.—Dated this 26th day of September 1839.

Dinshaw Dadabhoy Ghantee.
Framjee Nesserwanjee.
Pestonjee Hormusjee Cama,---*Executor of the late* Rustomjee Hoormasjee Cama.
Dossabhoy Hormusjee Cama,---*Executor of the late* R. H. Cama.

NOTICE.

THE Interest and responsibility of *Framjee Nesserwanjee, Rustomjee Jewanjee*, and *Cawasjee Dadabhoy*, ceased in our firm from the 1st August 1839.
Blackwell Cursetjee, and Co.
Bombay, 28th Sept. 1839.

THIS Day the 8th October Messrs. Blackwell, Cursetjee and Co. will sell by Public Auction, at 11 A. M. Pieces of Grey Shirting, the remains of an Invoice of Cotton Soks, Silk Braces, and Elastic Garters, Brandy Bitters, Spirits of Hartshorn, China Preserves, Dozens of Reell Thread, An Invoice of Stationery consisting of Blanks Books of sizes, Office Quills, Steel Pens, A quantity of Prints, Cakes of Superior Colors, Books, Colored Papers, Furniture and Sundries.
At 12 o'Clock.
Fourteen Casks of rejected Beer, a large quantity of rejected Hams, Cheeses of various descriptions, Jams, Jellies, and Bottled Fruit. Old Tom and a few Dozens of ullaged Champagne.
At one P. M.
Five Abyssinian Sheep. &c.
10, Forbes Street, 8th Oct. 1839.

ON Tuesday the 15th Instant, Blackwell Curtetjee and Co. will sell by Public Auction, at 11 A. M. an Invoice of Guns, by "*Williams and Powell*," viz :—
One small Rifle, with back action lock, loads at the breach.
Two double barrell Guns with back action, do.
Two do. do. do. with bar locks.
Two do. do. Rifles 1¼ Ounce.
Three pairs of Pistols, with back action locks.
The above are all well finished serviceable Guns, in Mahogany Cases complete, and B. C. and Co. have no hesitation in recommending them to their Friends and the Public.—
8th October 1839.

FOR SALE ON COMMISSION.

A SET of handsome new Carriage Harness	"	250
A Poney Phaeton	"	450
A Black Arab Saddle Horse	"	900
A do. do. do. do	"	700
A Buggy with Harness	"	300
A Arab Saddle Horse 5 yars old.. ..	"	250

Apply to
Blackwell Cursetjee and Co.
Bombay, 8th Oct. 1839.

FOR SALE, On Commission—A Royal Patent Equal Tension, Pocket Grand Pianoforte, made by *Robert Wonnun*. Price *Rupees 700*.
Apply to,
Blackwell Cursetjee& Co.

BOMBAY COURIER.

PUBLISHED TWICE A-WEEK.—EVERY TUESDAY, AND SATURDAY MORNING.

PRICE 14 RUPEES PER QUARTER :—OR, IF PAID IN ADVANCE, FOR A WHOLE YEAR 40 RUPEES—FOR HALF A YEAR 22 RUPEES—FOR A QUARTER 12 RUPEES

No Subscription can be received as in Advance, unless the amount be actually paid or remitted, before or within the first week of the quarter or half year, or of the first month of the year, for which the Subscription is proposed.

VOL. XLII. TUESDAY, 8 OCTOBER, 1839. No. 3280.

ADVERTISEMENT.

EXPECTED Shortly per Sir Edward Paget, a few Copies of "Harts"---New Army List, exhibiting the Rank, Standing and various services of every Officer in Her Majesty's Army, serving on full Pay, together with a list of the General and Field Officers &c. &c.....Price per copy Rs 3½

As but a limited number have been despatched from England, an early application is advisable.

Also a small quantity of a newly invented liquid for Carriage and Buggy Hoods, Aprons and Harness, saving much time and expence in cleaning, and far superior to any polish yet offered to the Public, making the Leather soft and impervious to wet, and without soiling the hands, or leaving any disagreeable smell, per bottle Rs 3½, to be had only of,
Blackwell Cursetjee and Co.
Bombay, 8th Oct., 1839.

FORSALE.—A Handsome and high toned Piano Forte made by *Small Bruce & Co.*, expressly for this country, with Metallic Plates, *Sounding Board &c.* Price Rupees 630,
Apply to Blackwell Cursetjee and Co.

FOR SALE.—A Batch of thorough bred Hounds just landed from the "*Heywood*." Pedigree and description will be given on application to Blackwell, Cursetjee and Co —Bombay, 8th October, 1839.

MESSRS ROBERT FRITH AND CO. Will sell by Auction on Wednesday the 16th Inst. a Choice collection of Plants, which may be seen in the Compound of the Government Gazette Office, consisting of Laurels, Ginseug, Casserinas, Hibisens, Sweet briar, Virgin's bower, Roses, and some Elegant Creepers.

NOTICE —A Sale of Household Furniture, by Messrs. Robert Frith and Co. (the Property of a Gentleman leaving India) will take place at Girgaum, at the corner house opposite Jagonath Sunkersett's Esq. on Saturday the 12th Instant. Changed from the 8th. The same consists of a superior assortment of Plate, Rich Damask Couches, Dining, Dressing, Washing and other Tables, an excellent going 8 day Clock by "*Brooks*," 2 first rate Musical Boxes, a Gun made to order by Parker, some first rate and very old Madeira, and capital Constantia recently imported from the Cape.
Catalogues will be published and the Property on view from Thursday the 10th Inst.

MESSRS. ROBERT FRITH AND CO. have just received for sale on Commission, a batch of fresh imported Manilla Cigars, which they are selling at 20 Rs. per Box.—Nesbit Lane, 8th October 1839.

HORSBURGH'S CHARTS AND DIRECTORIES, (of the latest surveys and edition,) Norie's Epitomes and Nautical Almanacs for the ensuing year, may be had of the undersigned, who begs to acquaint his Nautical friends, that among the Charts (a very varied collection) there are a few of the Red Sea on a large scale, in 4 sheets, from the recent surveys of Captain Moresby and other Gentlemen of the Indian Navy. W. W. Beck.
Apollo House, 8th October 1839.

TO BE LET—A new House with two Godowns in Bakehouse Lane.
Apply to Cursetjee Jumsetjee,
8th October, 1839.

FOR SALE—No. XXXV, of the Quarterly Army List, corrected up to the 1st August; Printed on Europe paper.—Price, Rupees Three.—Courier Office, 8th October 1839.

BOMBAY
PRICE CURRENT AND MERCANTILE REGISTER.
Saturday, October 5th, 1839.
COMMERCIAL REMARKS.

COUNTRY PRODUCE.

Since the departure of the Steamer on the 12th ultimo, there has been but little activity in our market in any respect.---Imports for the most part have been labouring under depression, and sales made have not generally been effected at remunerating prices; while investments in produce have been on a small scale and much languor has prevailed in transactions—Money continues to be very scarce in the bazar and will probably remain so for some time, the source from which much wealth has for many years flowed into the country, having become so much obstructed as to be nearly closed; while there would seem to be no early prospect of a termination of the line of policy so unhappily and unwisely chosen by H. M. Superintendent in China, originating in an inergetic effort of the authorities in that country to stifle the intolerable, contraband trade; to which proceeding, with no enlarged perception either of justice or generosity, our representative and his abettors have been opposed, and in their displeasure at being checked in a course which would never have been suffered in their own country, have suspended relations with the Chinese Govt. keeping an immense fleet, of british ships, lying at anchor, with their cargoes on board, at an outside roadstead, to the incalculable injury of their own countrymen, while they would punish the Chinese, and without a hope that remuneration can be obtained for those whose property is detained.—Yet notwithstanding the pretext of having broken off relations, cargoes of British ships have as opportunities offered been sent up to Canton in American bottoms to be disposed of by the Merchants of that nation, who with a calmer temperament and a more impartial view of what was due to others, have remained after their release, pursuing their usual avocations without any apparent apprehension of the security of life or property,—The Commanders of their vessels having also latterly executed the Opium Bonds, which were declared by the British to be so obnoxious and hazardous. The whole proceedings on our part on being calmly reviewed will we grieve to observe tend little to promote the renown of our country, and heavy is the responsibility which a Govt. must incur which tempts its subjects to enter on a course exposing them to so great a calamity as has lately befallen them.

COUNTRY PRODUCE.

Cotton.—The prices now prevailing vary very little from those current about a month ago, the best Broach being held at Rs. 130, and more ordinary at Rs. 130 ₹ Candy, while holders of Dholera of crop 1838 demand Rs. 114 to Rs. 118 according to the quality.—It is generally supposed that the crop of 1839 | 40, should it escape blights in December and January will be an abundant one, the season having been very favourable

Opium (*Malwa*).---We regret to perceive by the last Govt. Gazette that the annual advertisement has again been re-published, although 11,000 chests still lie in the warehouses here, a heavy source of anxiety to their owners.---About 150 chests have lately been shipt on the Mary Gordon loading for the Eastward, but none, we may observe, is changing hands. The nominal price is Rs 525 ₹ chest.

THE MONEY MARKET.

Govt. Securities.---We have no alteration to notice in prices, a quotation of which will be found in another part of our publication. Five per Cent Notes of 1825 | 26 and 1829 | 30, are scarce.

Bombay Bank.---This long spoken off institution seems to be still in suspense after having been projected nearly three years ago.

Bills on London.---Exchange has continued to decline and bills have become scarce. Negotiations have taken place from 1s | 11⅛d to 2 | ¼ ₹ rupee at 6 months sight, at which latter some United States Bank bills have been sold during the week. The medium rate may be quoted rather under than above 2s.—₹ rupee.

Do. on Calcutta.—Some considerable amounts of Companys 60 days sight, bills have been sold during the week @ Rs 101¼ ₹ 100, which would reduce the exchange @ 30 days sight to Rs 101. 10. to Rs 101. 12. ₹ 100. Government have advertised the disposal of 500,000 Rs of 30 days sight bills by auction on the 12th instant.

Do. on Canton.---All exchange operations are for the present suspended.

Do. on Madras.---Are not enquired for, and exchange has fluctuated very little for some time.

FREIGHTS.

Freight to China.---A ship which has been loading for about two months is now about to sail without we understand having filled up her tonnage, freight not being procurable.

Freight to England.---Is now lower than it has been since the month of January, tonnage being very abundant, particularly for London, with no large supply of produce in the market. In some instances it has been engaged as low as 40s | ₹ ton, and is not procureble above 55 | ₹ ton, or only to a small extent. Several ships have left this port for others in search of freight.

MEMORANDUM OF EXCHANGE FOR COMPANY'S PAPER, BILLS, &c

Current value of Government Securities.	Buy	Sell
Five ₹ cent Loan of 1825-26	Rs as	Rs as
From No. 1151 to No. 3000..	108	108-8
Five ₹ cent Loan of 1825-26		
From No. 3001 to No. 6000..	108-8	109
Five ₹ cent Loan of 1825-26		
From No. 6001 to No. 10,000	110	110-8
Five ₹ cent Loan of 1825-26		
From No. 10001 to No. 15,200	111-8	112
Five ₹ cent Loan of 1829-30	111-8	112
Four ₹ cent Loan of 1832-33	104	104-8
Four ₹ cent Loan of 1835-36	Company's Rs. 97-12	98
Five ₹ cent Transfer Loan, of 1834-35 none in the Market	113-8	114
Course of Exchange,		
Bills on Calcutta @ 30 days sight	101-8	101-12
Bills on Madras @ 30 ditto....ditto	100-8	101
Bills on Canton @ 60 ditto....ditto ₹ 100 Dollars ..		208
	s. d.	s. d.
Bills on London @ 6 months sight	2	2-
Bills on London @ 30 days sight	1-11½	1 11
Price of Bullion and Specie	Rs as	Rs as
Spanish Dollars whole ₹ 100	221-8	222
Ditto do. broken ₹ 100 Scarce	220-12	221
German Crowns ₹ 100	212	212-8
Sovereigns or Bank of England Notes ₹ £ Stg.	10-4	10 8
Sycee Silver large ingots ₹ 100 Tolahs..Scarce...	101-4	101-8
Ditto do. small ingots ₹ 100 Tolahs....ditto.. ..	104	104-4
Premia of Insurance.		
Bombay to London	2 8 0 *a* 3 0 0 ₹ Ct.	
Ditto to the Cape of Good Hope	2 0 0 *a* 2 8 0 do.	
Ditto Port Louis	1 8 0 *a* 2 0 0 do.	
Ditto Calcutta	2 0 0 *a* 2 8 0 do.	
Ditto to Madras	1 8 0 *a* 2 0 0 do	
Ditto Colombo	1 0 0 *a* 1 8 0 do.	
Ditto Whampoa	2 8 0	do.
Ditto Batavia	2 0 0	do.
Ditto to Singapore	2 0 0	do.
Ditto Bussorah	3 0 0	do.
Ditto Bushire	28 0	do.

BOMBAY TIMES.—October, 5.

We have been favored with a list of the Officers for the new European Regiment, which, if no casualty is reported at the Office of the Adjutant General before the 8th instant, we are assured, may be relied on as that which will then appear in General Orders of that date.

NEW EUROPEAN REGIMENT.

	Former Corps.	
Colonel.		
G. B. Brooks	....	....
Lieutenant Colonels.		
P. D. Pratt	11th	Regiment N. I.
G. J. Wilson	23rd	do. do.
Majors.		
S. Powell	26th	Regiment N. I.
W. Foquett	20th	do. do.
Captains.		
H. Spencer	25th	Regiment N. I.
J. Fawcett	6th	do. do.
G. Macan	15th	do. do.
T. R. Winter	14th	do. do.
G. Thornton	19th	do. do.
C. Denton	24th	do. do.
C. H. Wells	26th	do. do.
A. P. LeMessurier	23rd	do. do.
J. S. Ramsay	4th	do. do.
W. Wade	Right Wing Eur. Regiment.	
Lieutenants.		
F. N. B. Tucker	14th	Regiment N. I.
J. B. M. Gillanders	26th	do. do.
R. Shortrede	14th	do. do.
A. Goldie	6th	do. do.
J. G. Gordon	19th	do. do.
E. A. Guerin	24th	do. do.
J. R. Hibbert	7th	do. do.
G. H. Bainbridge	6th	do. do.
J. Russell	11th	do. do.
H. C. Jones	24th	do. do.
J. L. Hendley	21st	do. do
C. F Christie	21st	do. do.
H. J. Barr	8th	do. do.
A. B. Saunders	3d	do. do.
M. F. Gordon	11th	do. do.
H. J. Willoughby	24th	do. do.
Ensigns.		
J. D. DeVitre	25th	Regiment N. I.
C. R. W. Hervey	13th	do. do.
J. A. Evans	22nd	do. do.
C. S. Whitehill	10th	do. do.
J. M. Wiseman	1st Grdr. Regt.	
H. Miles	17th	Regiment N. I.

MEDICAL AND PHYSICAL SOCIETY OF BOMBAY.

Proceedings from May 15th, to October 1st, 1839.
MEMBERS ELECTED.
Corresponding.

Dr. Prunner, Chief Physician to the Military Hospital and Professor in the Medical College at Cairo.
M. M. J. Desjardins, Secretary to the Society of Natural History in Mauritius.
Ordinary.

W. Hardy Esq. Assistant Surgeon, having refused to pay his annual subscription, has ceased to be a member of the Society.

Communications presented.

1. Letters from Sir George Ballingall, and Sir John Webb, Director General of the Ordnance Medical Department, acknowledging the receipt of the 1st volume of the Society's Transactions.

2. A letter from the Private Secretary to the Hon'ble the Governor, acknowledging the receipt of a copy of the 1st and 2nd volumes of the Society's Transactions.

3. Letters from the Secretary to the Bombay Geographical Society, the Medical Board at Madras, and the Deputy Inspector General at Madras, acknowledging the receipt of the 2nd volume of the Society's Transactions.

4. A letter from the Superintendent of the Government printing establishment, notifying that without the renewed authority of Government, the privilege of having circulars printed at the Government Press, would not be continued.

5. A letter from W. S. Boyd, Esq. Secretary to Government, requesting that six copies of all future publications made by the Society, be supplied to Government, for transmission to the Hon'ble the Court of Directors.

6. A letter from the Secretary to Government acknowledging the receipt of six copies of the 1st and 2nd volume of the Society's Transactions.

7. A letter from Dr. A. Gibson, forwarding a parcel of Senna seed.

8. A Case of Lithotomy, by W. B. C. Graham, Esq.

9. Notes on the treatment of Cholera with Acetate of lead, by C. Morehead. M. D.

10. Meteorological Observations made at Belgaum from 1st January 1833, to 1st January 1839, by J. Doig, Esq. Presented by the Medical Board.

11. Abstract of Meteorological Observations made at Ootacamund, on the Neilgherry Hills from the 1st June 1829, to 31st May 1836 inclusive, by J. Glen, Esq.

12. A Case of Tubercular Elephantiasis by A. Young, Esq.

13. Annual report of the field detachment, stationed at Karrack in the Persian Gulf, by G. H. Davis, Esq. Presented by the Medical Board.

14. Topography of Tatta in Lower Scinde ; by W. Winchester, Esq. presented by the Medical Board.

15 A letter from Dr. Ross at Bagdad, reporting the very general prevalance in July last, of fevers of different types consequent on the drying up of the marshes formed by the inundation of the Tigris and Euphrates ; the waters of which rivers had risen in May and June, between three and five feet higher than their usual annual rise.

16. Register of the Pluviometer at Bombay, for the the months of July and August 1839, by G. Noton, Esq.

47. Cases of Cardiac Disease, by R. H. Hunter Esq. H. M. 2nd Regiment.

C. Morehead,
Secretary to the Medical and Physical Society.
Bombay, 1st October, 1839.

MILITARY ARRIVALS AND DEPARTURES.

ARRIVALS.

Oct. 4th. Captain DelHoste, A. Qr. Mr. General. S. R. F. from Karrachie.
Do. do. Ensign A. Morris, 4th Regt. N. I. from Poonah.
Do. do. Ensign Cureton, ditto do. from do.

DEPARTURES.

Do. 5th. Bt. Captain C. Blood, Artillery to Poonah.
Do. 6th. Lieut. W. G. Duncan, Staff to do.
Do. do. Lieut. Jones, 24th Regt. N. I. to do.
Do. 7th. Captain Yeadell Artillery, to Aden.
Do. do. Asst. Surgeon. M. Thomson, M. Est to Sea.
Do. do. Lieut. Col. D. Capon, 24th Regt. N. I. to Aden.
Do. do. Lieut. Horne, 8th Regt. N. I. to Europe.
Do. do Major Osburne, Europan Regt. to Aden.

DOMESTIC OCCURRENCES.

BIRTH.

7th October, at Claremont the Lady of Captain Rebenack; 25th Regt. N. I. of a Daughter.

DEATH.

On the 5th instant, at Mazagon, aged 29 years, Julia Elmira, the Widow of Lieut. Colonel Anthony Morse, late of the Bombay Army.

SHIPPING ARRIVALS AND DEPARTURES.

ARRIVAL.—None.

DEPARTURE.

Oct. 5th.—Barque Herculaen, J. Grindal, Master to China and Columbo.
Passengers.—Mr. and Mrs. Baber and 3 Servants.

IN HARBOUR.

Vessels.	Agents.	Destination.	To Sail.
A Steamer	Superintendent I. N ..	Suez	28th Oct.
Alanker	McVicar Burn & Co..		
Commerce	McVicar Burn & Co..	Liverpool	Early disp.
Generic	Dirom Carter & Co....	China	5th Oct.
Mary Gordon	Fur loonjee Linjee....		
Brig Tawse	Aga Mahomed Rahim Esq.	Muscat..	10th Oct.
Bombay	Dirom Carter & Co..	London ..	in Oct.
Buteshire..	Skinner & Co.....	Calcutta..	
Severn	D. & M. Pestonjee....	London	dispt.
Grenada	Gibb Miller & Co....	Liverpool	Quick dispt.
Niagra	Grey & Co.....		
Herefordshire	D. & M. Pestonjee....	London...	in Dec.
Ann	Forbes & Co.....	London ..	
Heywood	McVicar Burn & Co...		
Childe Harold	Foster & Co.....	London...	In Oct.
Isabella	Dirom Carter & Co....	London...	14th Oct.
Hero	W. Nicol & Co.....		
England	Frith & Co.....		
Bombay Castle	Jamsetjee Jeejeebhoy..	China	In Oct.....
Euphrasia	Jahangeer N. & Co....	Mauritius.	24th Oct.
H. C. Sloop of War	Elphinstone.		
" " "	Coote.		
" " Steamers.	Hugh Lindsay. Indus. Semiramis. Atalanta.		
" " Brig	Taptee.		
" " Schooner..	Shannon.		
" " Cutter....	Nermadda.		
" " R. S....	Hastings.		
	Thetis Light Vessel at the Rock Station.		

Country Vessels.—Benares, Patamber, Savoy, Jane, Fazerbanu, Rampertap, Hannah, Ardaseer, Soobrow, Saindany, Fancy, Ruby Maham dy, and Futtay Karim.
French Barque Cecelia.
American Barque Cavaliar.

EXPECTED.

Vessels	Agents	From	To Sail
H. Compy. Steamer..			
Cleopatra	Supt. Indian Navy	London ..	
Paquet d'Havana		Bordeaux.	
Emilia	Thos Jeffries & Co..	Bordeaux.	
* Lady Feversham	Dirom C. & Co.....	London ..	2d August.
* Sterling Canning	Foster & Co.....	do.	30th June.
* Hopkinson	Edmund Bibby & Co..	do.	11th July.
Herald	Ritchie S. & Co.....	do.	30th June.
* Strabane	W. Nicol & Co.....	do.. ..	26th July.
Berkshire	Remington & Co.....	do.	In all Augst.
* Princess Charlotte..	Dirom C. & Co.....	Liverpool	30th June.
* Sir Collin Campbell	Gibb Miller & Co.....	do.	20th ditto
* Regular	Ritchie & Co.....	do.	4th June.
* Malabar	Skinner & Co.....	London ..	14th July.
Progre	Do.....Do.....	Bordeaux.	4th June.
* Sir Edward Paget..	Do. ...Do.....	London.	8th August.
* General Palmer....	Gisborne Menzies & Co.	do.. ..	13th July.
Peacock	.....	do.. ..	
City of Poonah	Polexfen Milne & Co..	Liverpool.	Middle Aug.
Julius Caesar	.....	do.. ..	
Rothschild	W. Nicol & Co.....	do.. ..	
Fatima	Do Do.....	do.. ..	15th August.
Balfour	Dirom Carter & Co....	do.. ..	25th August.
* Cornubia	Gibb Miller & Co.....	do.. ..	2d August.
Sesostris	.....	London ..	
La Belle Alliance	.....	do.. ..	
Mount S. Elphinstone.	W. Nicol & Co.....		
Ellora	Skinner & Co.....	Clyde....	5th August.

From Singapore—Asia Felix.
" *Colombo.*—Jeane Antoinette.
" *Calcutta.*—Cavendish Bentinck, Betsey.
Drongan, Lowjee Family, Lord Castlereigh and Sullimany.
* *Have Sailed. According to the latest account.*

HIGH WATER TABLE 8TH October, 1839.

	Morn.	Evng.
Tuesday	11 34	11 47
Wednesday	11 58	0 11
Thursday	0 25	0 36
Friday	0 51	1 5

INDIAN INTELLIGENCE

DELHI GAZETTE.—Sept. 25.

We have letters from the camp at *Cabul* to the 6th instant, and are sorry to have to announce the murder of Colonel Herring, of the 37th N. I. It appears that his detachment, consisting of his Corps and a troop of Native Horse Artillery, left *Candahar* some time ago in charge of five lacs of treasure for the Army at *Cabul* and they met with no opposition whatever as far as *Ghuznee*. At Hyder Kheel, three marches from that city and 40 miles from Cabul, the detachment halted, and Colonel Herring, with Captain Rind of his Corps, went out for a walk, accompanied by one Orderly Havildar and two Orderly Sepoys : they had not advanced much more than a mile from the camp, which was still in sight, when some 19 or 20 natives suddenly fell upon them. The Colonel was seen defending himself with a stick, by two Sepoys, who immediately ran out of the lines and gallantly shot two of the fellows as they were escaping ; when they came up they found the Colonel and the Orderly Havildar dead ! the former with 19 cuts on his head, and Captain Rind senseless the two Orderly Sepoys had the good fortune to escape.

Colonel Herring's body was brought into *Cabul* and buried on the 5th instant, his truly melancholy fate, rendered more so by his having been selected, by our Envoy and Minister, to command Shah Soojah's contingent in the room of General Simpson, who resigned, has called forth great expressions of horror and sincere sympathy, for he was universally esteemed. The many similar murders already committed, which still rankle in the memories of our officers, would, it might have supposed, have afforded a warning to the gallant deceased of how very little reliance was to be placed in conquered tribes, to whom the name of Christian must for a long time be one of detestation and horror, and this murder adds another proof of the frail tenure with which we, for some time to come, will have to hold the country in which we have reinstated Shah Sooja.

Captain Barstow, of course, succeeds to the command of the 37th N. I and will remain so until Major Griffiths rejoins the Regiment.

The Bengal Sappers and Miners and the 48th Regiment Native Infantry were to march, it was supposed, about the 15th instant for *Jellalabad*, where the 48th will halt and winter. The Sappers and Miners are to push on to Attock, and construct a bridge of boats for the passage of the Army. Her Majesty's 13th Light Infantry and the 16th Regiment Native Infantry are to be contoned at *Cabul* during the winter.

Captain Handscomb has resigned the command of the *Shah's* 4th Regiment of Infantry, and he is to be succeeded by Captain William Hay, of the Bengal European Regiment, whilst Captain John Hay, of the 35th N. I. has been appointed Brigade Major to the 4th Brigade of Bengal Infantry, *vice* Captain Tayler, who is to command one of the Shah's new Corps of *Affghan* Cavalry.

Dost Mahomed, remains with his followers, a little beyond Bamean, it is said—Doctor Lord proceeds immediately, on a Political mission, towards Bhokara.

Timoor Shah son of Shah Soojah accompanied by Lieut. Col. Wade and party, entered Cabul on the 3rd Instant, under a royal salute.

We understand that some of the *fortunate* regiments are not likely to break ground for their return to the *provinces* until the 10th or 15th of October.

The following *richly* exemplifies the *necessities* of our Army, we say nothing of the extravagance or really *bad taste* which would throw away 24 Rupees on a pint bottle of stale Harvey Sauce, though for the love of *Old England* it may be thought excusable. We recommend our merchants to look to it. Our information comes from a correspondent upon whom we rely.

At the auction Sale of the effects of the late Brigadier Arnold, of the Lancers, the following prices were obtained :

	Rs.
Harvey Sauce, pint bottle, each	24
Sauces, of other kinds, averaged per bot.	16
Small bottles of mustard each	35
Vinegar, pint bottle, each	92
Sherry per dozen	212
Claret quarts, French	106
Ditto pints	96
Tumblers, each	18
Wine glasses, each	8
Pine cheese, of 3 lbs.	43
6 Phials eau de cologne	35
An English bridle	43
A ditto whip	43
Wax candles, per seer	13

Were some of the Kurnaul, Meerut, Delhi merchants to push on large supplies of Brandy, Wine, Beer, Tea and Cheroots, towards Peshawa, they would, at once, realize fortunes. Cheroots would bring *at least* 300 Rupees, per box ! !

We regret to announce the death of Captain Fothergill of Her Majesty's 13th Infantry, he died of decline at Cabul on the 5th instant. He was universally respected and very much liked in his Corps.

Our last accounts from the vicinity of Joudpore bear a warlike appearance, they reach to the 17th Instant, when the advance expected to reach Nondlee, 4 koss S. E. of Joudpor the next day. There appears every probability of active work being carved out for our gallant troops, who regretting their absence at Ghuznee, are all

' In arms and eager for the fray,"

and only wish, as we sincerely do, that Maun Sing may prove *game* ; though, were he left to himself, there is no doubt of his desire to propitiate us, as his letters to Colonel Sutherland, Brigadier Rich, and Major Forster, are said to breathe the spirit of obedience ; still he refuses to give up the Naths, or rather these gentlemen, having a very strong party to back them, refuse to be given up. They are stated to be encamped outside the town with about 8,000 men and 8 or 10 guns.

Our letters from Ajmere to the 18th Instant state, that although no particulars have been received of Colonel Sutherland's interview, with Maun Sing, it is supposed that it has not been at all a favourable one as active preparations were making for the advance of the train which would not leave before the 20th under escort of Brigadier Wild's Brigade. The roads are reported good and forced marches it is expected must be the order of the day, still with the a train of 350 Hackeries, 2,500 Brinjarrie bullocks and 300 Rewarry Camels, with the Artillery, besides 300 Hackeries with the Engineer Park, the progress will not be much more than 8 miles a day. As matters have turned out it is to be regretted that the train did not move on at first.

The head quarters, Cavalry Brigade, some Horse Artillery, 2—24 pounders, Sappers and Minners and 74th N. I. are moving by the *direct route* on Joudpore. Brigadier Rich and Colonel Sutherland with the light Brigade by Meerta - Captain Dixon and the Joudpore legion will join the force from Palee. All this force in motion was to be assembled before Joudpore about the 23rd Instant ; An express came in camp, on the 14th Instant, from Colonel Sutherland, directing Captain Smith the chief Engineer to proceed forward to join him with all possible dispatch. But the order for the advance of the train did not reach Ajmere till the 17th Instant.

One of our correspondents says ; the Shekawattee folks are not idle, they are trying to kick up a row, having burnt dawn Taen and carried off a good deal of property. Captain Nesbitt, it is suposed, will have no easy or pleasant work with these gentry. Luchmaun Sing is also reported to be awaiting a good opportunity for shewing his teeth.

AGRA UKHBAR.—September 26.

A friend has kindly sent us the following from Joudhpoor. "The only news I can give you is that Maun Singh is in camp with Colonel Sutherland. There is nothing certain as yet known, except that he has placed the whole of his territories at the disposal of the Colonel, with a view of being taken under the protection of the British Government. The train and main body of the force left behind at Ajmeer, are on their way to join the Head-Quarters under General Hampton. The Nusseerabad portion consists of three Squadrons 1st Cavalry, one squadron of the 9th, Captain Watt's Troop of Horse Artillery, half a company of Native Artillery, with two 25-Pounders and one 8 inch Howzer, and the 74th Native Infantry. We have all been very healthy, though from the 1st to the 11th instant, the weather was sultry. Rain has been very abundant throughout the whole of the Joudhpoor territory."

Since writing the above we have learnt, that the two Nuths have fled from the city, carrying with them a quantity of treasure. Nothing can exceed the humiliation of Maun Singh, though some doubt whether the haughty Rahtore, is sincere. Certain it is, that to Colonel Sutherland's ultimatum, which the Colonel has just laid before him--- having waited on him in person for that purpose---he did not give immediate compliance. Nothing more was known in Camp.

A letter from Benares of the 20th states that, the Matabhunga had been some days lying high and dry in a field near Ghazeepoor! she was expected at Allahabad on the 15th! The Captain it appears had gained the name of a "tearer" and trying to keep it up, ended by running the Steamer on a field. The preceding steamer the Soorma was also delayed, not indeed from a similar obstruction, but as far as the public are concerned, a rather more objectionable one. She was detained to allow Sir Edward Ryan, who came in her, to visit the different schools on the river, such as Benares, Ghazeepoor &c. &c., which in a vessel intended for the accommodation of the public, is scarcely comme il fault.

Lieutenants Turnbull and Goodwyn of the Engineers left yesterday for Joudhpoor.

Major Ross has proceeded to Allahabad.

CALCUTTA.

ENGLISHMAN.---SEPTEMBER, 21.

This being the latest safe day for the dispatch of letters by the Overland Mail, the merchants of Calcutta, and in fact all the residents on this side of India, will have the satisfaction of informing their friends, that their letters by the July Mail had not reached them in time for replies. We have not speculated upon the cause of the non-arrival of the mail, because, after the 6th instant when the mail was due,* it became next to impossible to form any reasonable conjecture regarding its prolonged absence. A dozen circumstances might have obstructed its passage:—a blockade of Alexandria,—an accident to the steamer,—the detention of the mail by the British Consul in Egypt---in fact, the enumeration of probable causes might swell a column, but we should be no better off at the end of our speculations than when we began them. All that we know, to our own sorrow, is that on the 4th of this month the mail had *not* reached Bombay, and that the first token we shall receive of its having arrived there on some later day will be the usual hiatus of three days in our communications with that presidency.

Yesterday's Semaphore announced the following arrivals:—*Patriot Queen*, Hoodless, from Liverpool 21st June; *Arabian*, Brown, from Sydney 21st July; *Mary and Susan*, Parrot, from Rio de Janerio 13th July and Madras 15th September; *John Fleming*, Rose, from Madras (no date,) and the *Arachne*, Thurtell, from Penang 2nd September.—*Sept.* 23.

FATIMA, in the play, did not more anxiously strain her eyes for a glimpse of Selim and his sipahis, from the battlements of Abomelique, Blue Beard, than did we yesterday *crane* from our office window for the first batch of the July mail. Less fortunate, however, than the fair spouse of the three-tailed Bashaw, we saw nothing 'galloping' up the Row that looked like the object of our anxiety or 'even like a flock of sheep'—nothing, in short, but a tantalizing visitor in the shape of a man from the Bankshall announcing the arrival of a vessel *from Liverpool* (The *Patriot Queen*) with news to the 21*st of June*—being *five days later than the dates by the last mail!*—This would have been something if the five days' news had come with the messenger—but alack, *that* unexpected boon is to be waited for until noon to-day, and perhaps, ere then, the Bombay mail (now three or four days due) may come in and render the instalment needless.

We have just heard that the mail arrived last night at 8 o'clock. We shall of course have the pleasure of issuing an Extra this morning.—*Ibid.*

If the people of Agra are not an altogether unconvincible race, the communications which H. M. P. has been making to them, in his pleasant style of mingled humour and argument, cannot fail to bring them unanimously and heartily round to the comprehensive system; but if, at the same time, they prove, as a community, more pig-headed than the fair and swinish lady who was blessed with a pig's face—if they have writ her annals true—their obstinacy will have little, if any, effect in retarding the scheme—for what, in fact, *is* the Agra Presidency? Why, as an Irishman would say, no *Presidency* at all, at all! That part of the world having been legislatively tried as a presidency, and found wanting, is reduced to the *status quo*, and is now, as it originally was, the north-western provinces. But still there would not be much to signify as regards the steam question, in the *name*, if there were the one thing substantial, viz. a settled and concentrated British inhabitancy either at Agra itself, or any of the other large stations, to bestow upon it or them the natural influence which towns always have, in consequence of the commercial and municipal importance which such inhabitancy creates. As the case is, however, what is Agra, for example, but a head quarter post for troops; and what particular interest can the officers attached to those troops have in the paltry little Bombay exclusive system, so as to exert themselves, for *its* sake, to impede the comprehensive? So long as the small-systemites fail to shew, that the comprehensive plan will not *injure* Bombay and Agra, our military fellow countrymen will never refuse it their support, because it will benefit Bengal; for they knew that as much of their lives is likely to be passed in one quarter as in the other; and that while the present system lasts, they will be subjected half their time to all its inconveniences. We hold it to be impossible that any argument can stand against the plan we advocate, except it shew (which is, we think, impossible) that its adoption will tend to render the communication between England and Suez less expeditious than it is at present; for let the mails and passengers but reach the latter place, and it is plainer than the exploded pikestaff that *all* the British possessions in India will be reached from *that* point sooner than they now are.—*Ibid.*

TO THE EDITOR OF THE ENGLISHMAN.

Dear Sir---The planter who has given you the Indigo estimate published in your paper of 30th August, is clearly quite unacquainted with the Western Provinces. As I think the more correct information that can be obtained the better for all parties. I come forward with my mite. Supposing that your informant is tolerably correct in his estimate of the Eastern Provinces, we shall have 1,05,000
Less his estimate of the Western Provinces 24,000
Estimate of Eastern Provinces, mds. 81,000

The Western Provinces I estimate thus:---

Arrah, Ghazeepore, Benares .... Mirzapore, .. Jaunpore, .. Azimgurh .. Allahabad .. Cawnpoor, .. Futehgurh, .. Bareily, ... Allyghur, .. Meerut, ... Agra, ... Mynpoorie...	16,000 / 14,000
Total estimate of crop of 1839-40, mds.	1,11,000

I dare say, this is very close on what will really reach Calcutta. The allusion you make to what the Western Provinces produced in 1825-26 merely applied to the last seven districts, and even then they dispatched more, than 24,000 maunds of what they called Indigo.

A NOR WESTER.

Cawnpoor, 7th Sept. 1839. *September*, 24.

This day's Semaphore announces the following arrivals:---*Symmetry*, Savil, from the Mauritius 27th August; *Falcon*, Anstruther, from Liverpool 15th June; *William Lockerby*, Parker, from Liverpool 1st June, and the *Cabross*, Nacoda, from Muscat 24th August.---*Sept.* 25.

No *second* instalment of the overland mail reached Calcutta yesterday. We continue, therefore, to extract from the papers in our possession, brought---*shame on the mail!*---by the *Seringapatam*, which left England only three weeks before it.---*Ibid.*

Advices from the Cape extending to the 14th of August, announce the arrival of the *John McLellan*, the *Cape Packet*, and the *Moira*, all from this port. The *Moira* had lost three of her passengers by death, viz, Major General Sir Robert Stevenson, Captain Sandes, and Mr. Wilkinson. She had also come in contact with a rock in entering the port, and was to go into Simon's Bay to get repaired.—*Ibid.*

As every thing relating to Sir Charles Metcalfe is of great interest to Indian readers, we annex a brief extract from a letter which reached us by the overland mail:

'All Sir Charles' friends are extremely silent about his movements. I saw B—bb—y yesterday, but he was as close on the subject, as if he knew nothing about the matter. It seems tolerably certain that Higginson will accompany Sir Charles. He will not resign the service,—at any rate not until the Court refuse to grant him any more leave of absence. He can crawl on for five years.'—*Ibid.*

BENGAL HURKARU.—SEPT. 23.

GOVERNMENT NOTIFICATIONS.

Legislative Department, the 16th September, 1839.—The following Draft of a proposed Act was read in Council for the first time on the 16th September, 1839:

ACT No.— of 1839.

An Act for remedying certain defects in the Statute 9th George IV. Ch 74, relating to the Coin.

I. Whereas it is expedient to remedy certain defects in the Statute 9th George IV. c. 74, of which the inconvenience is particularly experienced relating to injuries to the Coin: It is hereby enacted, that if any person shall clip, file, drill, deface, or debase any gold or silver Coin issued from any Mint of the East India Company, or usually received as money in any part of the territories under the Government of the East India Company, with intent to make the Coin so clipped, filed, drilled, defaced, or debased pass for the gold or silver Coin so issued, or usually received as money as aforesaid, every such offender shall be guilty of felony, and shall be liable on conviction, at the discretion of the Court, to be transported to such place as the Court shall direct for life or any term of years, or to be imprisoned for any term not exceeding four years.

II. And it is hereby provided, that it shall not be lawful for any Court, under the authority of this Act, to order the transportation of any person being a native of the East Indies, and not born of European parents, to the Eastern Coast of New South Wales, or any of the Islands adjacent thereto.

III. And it is hereby enacted, that this Act shall extend to all persons and over all places over whom or which the criminal jurisdiction of any of Her Majesty's Courts of Justice with the territories under the Government of the East India Company extends, but not further, or otherwise.

Ordered, that the Draft now read be published for general information.

Ordered, that the said Draft be re-considered at the first Meeting of the Legislative Council of India, after the 16th day of December next.

J. P. GRANT.
Offg. Secy. to the Govt. of India.

The arrival of the *Patriot Queen*, from Liverpool, the 21st of June, is a pretty considerable practical clencher to the value of our existing Steam-Communication with home.

The conduct of some of the residents of the Agra Presidency has, we confess, more surprised, and on their own account, grieved us, because it is evidently the result of mere party-spirit and jealousy of the Ditchers. Few of them can possibly be bamboozled for a moment, by the wretched attempt to show that it would really be pleasanter to make a journey to Shikarpore and descend the Indus, thence embark on board a sea-going Steamer for Bombay, and thence be transhipped to another for Aden,—than to descend the Ganges to Calcutta, in the river Steamers, which go already to Allahabad and will go higher. No one of the least knowledge of the subject, can be deluded by such miserable misrepresentation. The comprehensive scheme, we repeat, would, by means of the river Steamers, bring the Steam Communication home to the doors of the residents in the upper provinces, which no Bombay Communication ever will or can; while they would still get their letters *via* Bombay, as they now do. Their interest then, in supporting the Comprehensive plan, is perfectly clear; and yet out of a mere spirit of hatred to the Ditchers, some of them choose to oppose it, and cling to an abortive communication, which never can bring them equal advantages. They will probably discover their error ere long. In the meantime, we hope and believe, that whether they do or not, they will be unable to prevent, by their perverse opposition, the accomplishment of a design, which is as much for their benefit as for that of those who are giving it their most zealous support.

We have left the Post Master General to explain, if he pleases, the Post Office delinquences, in the matter of the *Red Rover's* packet.

The *Water Witch* has not disappointed us in our expectations of her performance. She made the passage from Calcutta to Aden in forty days, while the *Euphrates* was forty-one days in going from Bombay to Aden. This is a triumph for the Comprehensives, which will make the Bombay Exclusives look not a little sour.—*Ben. Hur. Sept.* 24.

The death of Major General Sir Robert Stevenson, K. C. B., Colonel of the 1st Regiment of Bengal Native Infantry, at Sea, on board the *Moira*, on the 30th July, is reported.

This vacancy, promotes Brevet Colonel (Brigadier) Littler to a Regiment, (with a half share of off reckonings) and Major F. Grant, of the 39th N. I. to be a Lieut. Colonel. Brevet Major Pettingal obtains his Regimental Majority. Lieut. E A Monro, gets his company, and Ensign Pownal his Lieutenancy in the Regiment.—*September*, 25.

It is confidently stated, that Mr. Maunaghten is to remain at Cabul for twelve months; and that Mr. R. Bird of Allahabad, will officiate as Lieutenant-Governor of Agra, on Lord Auckland's return to the Presidency.—*Ibid.*

We find that we yesterday understated the performances of the *Water Witch*. That vessel left the Pilot on the morning of the 15th July and reached Aden on the 20th August so that she performed her voyage in 36 days. She carried letters of the 13th July, the Mails, therefore, were 38 days *en route* from Calcutta to Aden. The *Atlanta* having been disabled by stress of weather in the Red Sea, the packets were transfered to the *Constance*, and left Aden for Suez on the 22d August. Had it not been that the *Witch* had unluckily sprung her main-top-mast on the voyage, she would have carried the Mails on to Suez, The result of this experimental voyage is highly in favour of the Comprehensive Scheme, and shows what may be expected when powerful Steamers are fairly introduced on this line. We have little doubt that with a Great Eastern, the voyage from Calcutta to Aden would be performed within 16 days at any season; or in less time than is now occupied from Bombay to Calcutta alone, setting aside the voyage of 41 days from Bombay to Aden. The Bombay arrangements have certainly been pleasant:—the *Constance* in June, 41 days!—the *Orissa* in July. 41 days!—the *Euphrates*, thanks to the rats, no where!! Contrast these with the two recent clipper voyages:—the *Ariel* 24 days from Java head to Aden; the *Water Witch* 36 days from the Sanddheads to Aden. We wonder what the Bombay men will say to this---what precious excuse they will now find to support their *exclusive* views against our *general* views, to explain their miserable failures. The Bombay Pig vessels are unseaworthy as might have been expected. The *Zenobia* cannot *look at the monsoon*,---the *Atalanta* is unable to beat up the Red Sea, and is indeed quite disabled.---while the *Semiramis* has been condemned altogether, and is converted into a coal depot! Alas for the Secret Department of the Hon'ble Company---for the £40,000 £ expended on secret service, respecting which Col. Thomas enquired in the House of Commons, and relative to which even Sir J. C. Hobhouse himself was ashamed to afford explanation. That money was paid for Bombay steamers, and the public will read ly admit with what jud gment---with what wisdom, those fourteen lacs have been expended!!—*Ibid.*

CALCUTTA COURIER.—SEPTEMBER, 21.

This day's Semaphore announces the arrival of the *Hammond Shaw*, Nacoda, from Muscat 21st August, the *Shaw in Shaw*, Nacoda from Juddah 1st and Mocha 6th August and the *Emerald Isle*, Saunders, from Rangoon 9th September.

KEDGEREE.—*Janet, Virginia, Thetis, Bengal* and *Wm Lee* gone to sea—and *Bouthsook, Mary Sharp* and *L'Auvergne* anchored off Saugor yesterday.

DIAMOND HARBOUR.—*Selma* passed up at 6-30, *Emerald Isle* at 9, *Edith* anchored at 11 A. M.—*Shaw in Shaw* at noon, *Dreux Breze* at 1-30 and *Hammond Shaw* anchor- (time not mentioned.)

MOYAPORE.---*Corribean* was driven on shore last night, floated and passed up in tow of the *Seetakoond* at 9-30 A. M.

We have heard from good authority that Lieut. Colonel Sissmore has resigned. We know many who will regret this, and who were expecting to have the pleasure of seeing him out soon. We have had the pleasure of knowing Col. Sissmore for many years, and never knew a more excellent kind-hearted, good man. We are among those who looked forward to seeing him with great pleasure, but if he can manage to stay at home without returning for a few more years, his true friends will rejoice at the circumstance, which will give a step, a thing, considered in the abstract, which will afford general satisfaction.

We are sorry to learn from the *South African Commercial Advertiser* of the 14th August, that General Sir Robert Stevenson, K. C. B., had died at Sea on the 30th of July on board the *Moira*. That vessel arrived in Simons' Bay on the 8th August—on the 20th May Captain Sandes* of Her Majesty's 9th Regiment, had also died on board the *Moira*. From an extract which we publish below, Simons' Town seems to be rising in importance:

"THE COLONIAL FREE WAREHOUSING PORTS.—It gave us pleasure to notice the increasing estimation in which our neighbouring Port (Simon's Town) is looked upon, as among others, several vessels with Coffee had lately arrived there—*to land and re-export their Cargoes for the English markets*---and we hope that ere long the Commercial World will more generally appreciate and avail itself of the *accommodations* and *advantages* which the favorable situation of these our *Free Ports* in South Africa hold forth. Considerable improvements are going on in all of them; large and commodious Warehouses are erecting in *Cape Town*; and at *Port Elizabeth* the so much wanted *Jetty* is progressing, a work considered, in every point of view, as likely very materially to contribute to the fast rising prosperity of that Port."---*September*, 24.

In the *New York Express* we find a record, which is said to have been carefully kept, and published monthly in the Sailor's Magazine," of marine disasters that have occurred to the shipping of that country during the past year---those only have been selected which resulted in a total loss of the vessel---the greater part of the vessels mentioned in the subjoined list were American built, and a large portion of the disasters took place near the American coast. The total number of such wrecked in the year amounted to four hundred and twenty-seven, in the following ratio:

Ships and barques	140	Sloops	11
Brigs	146	Steam-boats	17
Schooners	199	Classes of vessels unknown	13

Of these vessels there were lost towards the close of the last year, but reported in this, 45.

January	39	July	7
February	31	August	4
March	17	September	108
April	36	October	83
May	14	November	17
June	25	December	3
Precise time unknown			29

In addition to these known losses, there have been reported 27 vessels missing, concerning which there is very little doubt but they are lost with all on board. In the above-named vessels there were reported the loss of 753 lives. This does not, probably, include all the lives lost by these disasters, but only those mentioned with certainty. Many of the wrecks were fallen in with at sea, and the fate of the crews were wholly unknown. Undoubtedly the loss of life has been great, and many a crew has been wholly swallowed up, and no one spared to tell the melancholy tale.---*Ibid.*

The following is an extract of a letter from a friend in Camp with the Force from Neemuch, dated Saiganeer near Bheelwarrah, 29th August. There appears to have been the greatest difficulty to get the Commissariat Department in good and serviceable condition, no camels being procurable, except at a great distance; but the energy of Captain Thomson, of the Commissariat Department, had overcome these difficulties, and the Force was fairly on its route to join the Troops assembling at Nusseerabad; and we trust it will not be permitted to disperse without *definitively settling accounts* with Maun Sing and all the rest of the unruly tribes of Rajpootana:

"You know the bother and annoyance that falls to a Commissariat Officer's share when a force takes the field, and I can assure you that Captain Thomson has had his full share in fitting out this one at a time of the year, when not a camel or any description of carriage is procurable in these States. The Infantry Brigade, consisting of the 30th, 39th and 49th Regiments, under command of Colonel Wild, left Cantonments on the 22d, and the mounted Brigade, consisting of two Squadrons of the 1st Cavalry, native troop of Horse Artillery and half the company of Foot Ditto under the command of Lieutenant-Colonel Worral, on the 24th Instant. We have as yet, the 6th day, been very fortunate, having had little rain in Camp, though plenty has fallen all around us, the heat on the 23d was severe, thermometer in tents 96—since then it has been pleasant enough. Many cases of cholera have taken place in the Infantry Camp but none in the mounted one. Various reports are rife in Camp as to our going further than Nesseerabad, however all on this head is as yet mere report and conjecture, anent which you shall hear more by and bye."

We shall be glad to hear again from our Correspondent.—*September* 25.

MADRAS.

MADRAS COURIER—SEPT. 26.

The trial of *Burghall* v. *Pharoah* for a libel inserted in the *United Service Gazette* some months ago in the shape of an advertisement, came on before the Court on Friday last, and a verdict was given for the Plaintiff—damages Rupees 500 and costs.

Considering the very handsome manner in which the Editor of the *Gazette* came forward to apologize for the mistake which had been committed in inserting the libel, we confess it was with much surprise we heard of matters being carried to extremities against that gentleman. A verdict for the plaintiff was no doubt inevitable, and strictly speaking perhaps the amount of damages does not exceed what justice required; but as far as our recollection goes in similar trials which have taken place in England, a verdict for the plaintiff and *nominal* damages have generally been given; and such would have been more consonant with equity if not with justice in the present instance.

The Bombay papers of the 14th instant. reached us early enough on Monday to announce to our country readers the fact that the Madras Mails of the 2d *were* in time for the *Berenice*; not so however those of the 26th and 27th from Calcutta, the former of which arrived several hours after the Steamer left, although that vessel had been detained from 3 P. M. on the 12th until the morning of the 13th instant. As the Bombay papers and our Madras contemporares anticipate, Calcutta will very naturally be in arms when they ascertain these very disagreeable facts; particulary as the *Berenice* was the first Steam Vessel to the Red Sea for several months: but we must be allowed to say that they are not free from blame in the matter, since it has ever been the policy of the City of Palaces rather to throw obstacles in the way of inland communication than to expedite the conveyance of the mails between the different Presidencies. We are aware that there has been a faint attempt lately to deny that such unworthy motives ever actuated the friends of Comprehensive Steam Communication in Calcutta; but, independent of the fact that the improvement of the tappal communication has never been urged in the attention of the authorities by the Calcutta Steam Committee, a motion to that effect was even negatived at one of their public meetings, on the ground that such improvement would render the necessity for comprehensive Steam less apparent. They have expressed their satisfaction with bad roads and imperfect tappal communication, and "verily they have their reward."

Yesterday's *Spectator* consoles his readers with the hopes that "when matters are come to the worst they are sure to mend," and directs attention to the plan, which *we* have advocated for years past, of having Steamers on this side, in the absence of all reasonable prospect of the adoption of the full Comprehensive Scheme. As we have said once or twice lately the Convention between France and England, for the conveyance of the mails *three times a month*, must prove a death blow to the Comprehensive Plan on the other side of Egypt, and render a great part of the scheme worse than useless on this side of Suez. If Aden is to continue in our possession, what is there to prevent the transmission of the mails from Alexandria to that station thrice a month as they arrive from Marseiles, allowing the different Presidencies to convey their mails and passengers either to Aden or to Suez, and to employ sailing vessels or steamers, as the seasons may render desirable? This plan would make Bombay independent of the other Presidencies, and would enable the public to have the choice of routes, as experience might shew one or other the more desirable. We sincerely hope that when the intelligence brought by the July mail reaches Calcutta the Committee will determine on doing something themselves instead of leaving the matter to the people at home; and as there is no prospect of the Comprehensive Scheme as originally proposed, we trust they will make a beginning with as many Steamers as they can command and with as little delay as posible.

UNITED SERVICE GAZETTE.—SEPT. 27.

MAULMAIN.—The H. C.'s Steamer *Enterprize*, which arrived from Maulmain yesterday, brings accounts up to the 10th Sept. and Rangoon intelligence to the 23d Ultimo, at which date all was perfectly quiet there, as well as at the Capital.

H. M. FLEET.—We learn from the *Spectator* that a Royal Fleet consisting of the *Wellesley, Larne, Favourite* and *Algerine* are expected here very shortly. The destination of these vessels is kept secret but our Cotemporary conjectures that they are bound for China, of which we imagine there can be little doubt.

THE LORD BISHOP OF MADRAS.—The Bishop reached Arcot on route to the Presidency on the morning of the 24th Instant, and held a Confirmation at, eleven A. M. the same day. His Lordship started for Madras at six in the evening.

Since writing the above we learn that our excellent Metropolitan has arrived.

The Palaur River was so much swollen during the late Rains that the pay of the Troops was detained on the right bank at old Arcot from the 14th to the 18th instant. The whole of the Elephants and Camels from the Cauveripauk Depot have been sent off to Adoni. The Troops at Arcot are extremely healthy and the Horses of both Corps in first rate condition, forage having been in great abundance since the rains commenced.

MILITARY RUMOURS.—The order for officering the new European Regiment has been received from the Government of India, so we may expect its publication here by the 15th Proximo. Officers are to be posted according to Army Rank. It is strongly believed in Military Circles that a further increase of one Company will be added to each Regiment of Native Infantry.

THE LORD LOWTHER CASE.—The *Herald* of Wednesday contains the following paragraph on the subject of the *Lord Lowther* Case, which must be sufficiently fresh in the memories of our readers even now, to have an interest.

"Some of our readers may perhaps remember that at the trial of the above-mentioned case an objection was raised to the indictment on behalf of the prisoners, on the ground that whereas the indictment stated the Ship *Lord Lowther* to be the property of "persons *unknown*," the evidence of the Captain proved it to be the property of Messrs. Tomlin and Maun. This objection was pronounced to be fatal by Sir Edward Gambier, but was overruled by the Chief Justice.

We have lately seen a letter from a distinguished Member of the Calcutta Bar, in which he mentions that in January last an indictment was preferred against certain Lascars (Queen v. Kurreem and others) for stealing certain goods from a Ship, which Ship the indictment described as the property of "persons *unknown*" whereas the Captain on the trial proved who the owners were, and it seems that an acquittal was directed on that very point. The case was tried by Sir J P. Grant alone, but it was known that both Sir Ed. Ryan and Sir Henry Seton concurred with him on this point."

From the above it appears that the entire Bench of Calcutta have unanimously agreed in opinion on a point of law precisely similar to that whereon hinged the fate of the Prosecution in the *Lord Lowther* Case; thus most fully confirming the recorded judgment of Sir Edward Gambier on the point in question, although such was at the time overruled by the casting vote of the Chief Justice of this Presidency. It is quite out of our way to offer observations on such matters, but as a private individual, we confess that we have all along placed implicit faith in the opinion of that highly talented lawyer whose admirable speeches at the Bar of the House of Lords in 1831, were so every way worthy of himself and so eminently successful in the result of the Turton Divorce Bill. It is however we confess difficult to divest ourself of prejudice in favor of a Judge whose amiable qualities on and off the Bench, have so very generally endeared him to the Public of Madras, but in the instance whereunto we refer, Sir Edward Gambier's opinion is found to be fully confirmed by those of Sir E. Seton, Sir E. Ryan and Sir John Peter Grant, the Judges of the Supreme Court of Calcutta.

REGISTRARSHIP OF THE SUPREME COURT.—The proposition of the Madras Government to take up the Fees of the Registrar to the Supreme Court and assign a fixed Salary to that Functionary has been rejected by the Government of India, who, says our Correspondent, are afraid of binding themselves by an engagement which may possibly prove a losing concern. We heartily congratulate Mr. Acworth on this their resolution, as such gives that Gentleman a prospect of as lucrative an appointment as his predecessor enjoyed.

MADRAS HERALD.---SEPT. 28.

THE MADRAS BAR.---We see by the *Hurkaru* that Mr. Osborne of the Calcutta Bar is on his way to Madras. We suppose we shall soon have the whole of the Calcutta Bar here, as soon as they learn the astonishing prospects which late events have opened to the profession at this Presidency.

We are informed that Mr. Osborne's motive in coming here was to be on the spot to contend for all the business that *was* to have been thrown open by Mr. Minchin's promotion.

CHINA.---The *Englishman* of the 16th instant announces the march of 20,000 Chinese troops upon Macao. These Celestials are sadly in want of a little wholesome discipline.

MUTINY AND ATTEMPT TO POISON.---The 2d Mate, Boatswain and Steward of the *King Willam* have just been convicted by the Admiralty Court at Colombo of an attempt to poison their Captain, and planning to run off with the ship. The two first are sentenced to 14 years transportation, the latter, being young and influenced by the others, to two years imprisonment. Eight months ago their punishment would have been *death*.

THE COURIER.

TUESDAY, 8th OCTOBER, 1839.

Arrivals, none—Depatures, Oct. 5, Barque *Herculean*, J. Grindle Master, to Cochin and Colombo—7th Oct, the H. C. Steamer *Zenobia*, Lieut. H. A. Ormsby Commanding, to Suez, with a mail for England, consisting of 16,711 covers.

Passengers per *Herculean*, Mr. and Mrs. Baber and 3 Servants.

Do. per *Zenobia*, For Suez, Lieut. Marshall, A Matheson Esq. Mr. N. Elias, Lieut. Horne, Ensign Leckie, William Edmond Esq. and Mr. John Buckle. For *Aden*, Col. Capon Major Osborne, and Capt. Yeadell.

The *Zenobia* left her moorings last Evening at ½ to 6 and proceeded to Sea, we are happy to hear, without having left a single letter *behind*, though it was pretty near work with some of the Calcutta Packages. An Express from Madras made the journey over, in the extraordinary short period of 5 days and 17 hours.

We omitted to notice an article from the *Hurkaru*, which appeared in our Columns of the 1st instant, setting out thus, "Letters have been received from Captain Warden, commanding the *Ariel* clipper, dated Aden August 5th. The *Ariel* had reached Aden in 24 days from Java and has taken on to Suez the Indian mail, which left Bombay in the *Constance* on the 20th June and reached Aden August 1st, after a voyage of 41 days! so that she takes home the letters of the *Good Success* and the whole China news at once—thus beating the China news sent *via* Bombay by 51 days!!—This passage of 24 days from Java to Aden is an extraordinary one and shews what "a Comprehensive Communication" can effect, and, after some farther observations, the Article as usual concludes with a Hurrah for "*the Comprehensive and nothing but the Comprehensive.*"

Far be it from us to disturb our Cotemporary's evident satisfaction on this topic, or cast a doubt upon the anticipated good fortune of the *Water Witch*, as equally with the *Ariel* contributing to the success and triumph of the great cause, but we cannot resist telling our worthy Brother a little anecdote in regard to the China news brought by the *Good Success*, about which he appears to labour under a curious misapprehension. A friend of ours happened to be at Suez, when the *Ariel* came in, and as a Vessel direct from China was an extraornary circumstance, that had never before been heard of in these latter days, the greatest anxiety prevailed to know, what news she brought and what she had come for. At first the officers fought a little shy, but as confidence was established, they at length allowed the news to leak out, like the sycee, little by little, until they had exhausted their budget of all that was public when they left China; imagine their surprise when told by our friend that they had not given him a word of news, that every circumstance they had mentioned was already in the public prints both of France and England, and that they had only to go ashore to satisfy themselves of it. The truth is that the news by the *Good Success* was in London before the *Ariel* reached Aden, and it had found its way so far back, when it met that vessel at Suez. The *Hurkaru* forgets that we had a packet on the 3d of June, *via* the Persian Gulph, which made a beautiful passage to England, and was the Bearer of the news in question. The success of the experiments this season by that route, leaves little to regret from the presence of the Monsoon, so far as mails are concerned.

Another atrocious murder has been committed by the Affghans, the particulars of which will be found under the head of *Delhi*—Poor Col. Herring's fate is a sad one. He had just been appointed to the Command of the Schah's contingent.

From the same source we learn that Col. Wade had arrived in Cabul, that Dost Mohammed had not crossed the frontier, but remained with his followers only a little way beyond Bamean, and that however abundant and cheap the products of the Country might be at Cabul, every thing European was ruinously dear; as for example R. 212 for Sherry per Dozen, Rs. 24 for a bottle of Harvey's Sauce, and all other Articles equally high. Notwithstanding, it would appear that Sir John Keane had recommended to Lord Auckland that every facility should be afforded to the Officers, remaining in the Country, to have their families to join them, though after such an affair as Col. Herring's, few, we imagine, will be disposed to avail themselves of this well meant indulgence.

The Delhi and Agra Papers will be found also to contain some interesting particulars in regard to Col. Sutherland's proceedings in the Joudpore affair.

Advertising to our former notices of the Despatch recently received from England, regarding the policy pursued by the Bombay Government in the late dispute between the Parsees and the Missionaries, we have now had access to some information upon the subject, on the accuracy of which our Readers *may implicitly rely*, and which rather confirms our first mention of the matter.

It appears that two Memorials, bearing numerous and influential signatures of all classes of Natives, were sent to England, one addressed to the Board of Control and the other to the Court of Directors, the charges in which, by the way, were directed rather against Mr. Farish individually, than the Government of which he was the Head. The Memorial to the Board of Control immediately attracted the notice of Her Majesty's Government, who lost no time in stating their intention of directing

* It was to leave London on the 6th July, and we always allow two clear months.

* In the Cape Paper it is spelt "Sandy." Ed.

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the serious attention of Sir James Carnac to the subject. The other Memorial to the Court of Directors excited, it is understood, a great sensation in that Body, and although from the circumstance of the memorial not having been passed through this Government, it would have been premature and unusual for the Court to have come to any Resolution in the matter, until the Bombay Government had had an opportunity of stating their defence, yet the sentiments of the Directors, on the occasion, may be very plainly seen by the despatch, which has been received here, transmitting the memorial. In that despatch, as we are informed, the Bombay Government are enjoined to furnish the Court with their explanation or defence with as little delay as possible, the Court adding that although they cannot for a moment believe, that Mr. Farish has actually committed himself to the full extent charged against him by the Natives, yet that they cannot refrain from expressing an earnest hope, that he will be able, fully and promptly, to disavow every *specific* instance alleged against him by the memorialists. The Court then go on to state, that they deem it incumbent on them to impress on the consideration of the Bombay Government, how very necessary it is, that every individual, holding high office under Government, should be particularly circumspect in all his conduct public and private, pointing out that any disregard of this caution may tend to derange the policy of the Government which he serves, as well as to mislead the ignorant.

As some of our Readers may be curious to see the nature of a transaction in Opium, covered by the guarantee of Capt. Elliott, with the various charges and expences incident thereto, we have taken advantage of the permission of a friend to subjoin the following :—

Invoice of 5 Chests of Malwa Opium Shipped by ——— of Bombay per Ship ——— and Consigned to Messrs ——— of Canton and by them surrendered to Captain Elliot for the Service of Her Majesty's Government on the 27th March 1839.

5 Chests of Malwa Opium bought at Rs 1150 per Chest		Rs 5,750	0 0
BOMBAY CHARGES.			
Insurance on ditto, value at Rs 1400 per Chest or Rupees 7000 at 2½ per 100	Rs	175	0 0
CHINA CHARGES.			
Freight at $ 8 ₰ Chest	Sps.	40	0
Demurrage 1 Month at Sps. per Chest	"	5	0
Insurance on Sps. 3500 for 1 Month at ¼ ₰ Chest	"	11	66
Cumsha at Sps. 5 per Chest	"	25	0
EAST COAST CHARGES.			
Freight and Insurance, Sundry Charges at 70 per Chest	"	350	0
	Sps.	431	66
at 200 Rs per 100 Sps	Rs	889	0 94
		6814	0 94
Interest on Rs 6814,094 from 21st August 1838 to 27th March 1829 for 219 days at 9 per cent	"	323	0 26
Actual Cost at the date surrendered at	"	7137	1 20

Bombay, 4th October 1839
ERRORS EXCEPTED.

We observe that an order has at length appeared, placing the 15th Hussars, the Head Quarters of which is now here, on the strength of the Military Establishment of this Presidency. We hope that this may have the effect of securing for the Men, somewhat better quarters, and somewhat better treatment than, by all accounts, they have experienced since they came here, it having been confidently stated to us by parties who have no interest in misrepresenting the matter, that the men have actually been lying on bare boards, ever since they arrived, without mattrasses or protection of any kind against the numerous annoyances to which all new comers are exposed in this Country. Where the fault lies we know not, but surely the comforts and health of troops, in their circumstances, ought above all things to be considered and to meet the promptest attention.

In the present excited state of the public mind of Eastern India, on the subject of an Extended system of Steam communication with England, it has surprised us that no notice has been taken in this country of the Scheme proposed by Mr. Holmes, which appears to embrace every thing that the most ardent admirer of the Comprehensive plan could possibly desire, and to be possessed of this most important quality, that it can go on and prosper, without any aid either from the Government or the Company, without in fact depending at all upon such aid, more than on that of any other customer, thus at once getting rid of the great obstacle Mr. Curtis has had to contend with, in short of the only obstacle in the way of the immediate realization of the Scheme. The following Extract from the *Atheneum* explains Mr. Holmes' Plan, and if his calculations are correct, we see no reason why it should not be supported, by those who are dissatisfied with the existing arrangements. Some things may be overstated, and in some of his views he may be incorrect, as in some of his statements he obviously is, more however in regard to localities than in matters of greater import, but if his calculation of the returns be not fearfully out, no one need have any apprehensions in supporting his Plan, nor any doubt about it as a lucrative speculation, neither ought it to admit of a doubt that such a Project, once in operation, would very soon not only force the Government into its terms, but drive every other out of the field. The article in the *Atheneum* bears to be a Review of the Pamphlets by Lord William Bentinck, Mr. Holmes and others, and contains a great deal of very curious and interesting information, particularly in regard to the advantages of large, over Boats of lesser Size, in long voyages. We regret that it is not in our Power to transfer the whole of the Article to our pages, but to those who may be curious to read it, and have not access to the *Atheneum*, we may mention that it will be found in the pages of the *London and Paris Observer* of 28 July last, and also we believe in some others of the Periodicals commonly received here.

The route which Mr. Holmes prefers is that by the Red Sea, and by it he proposes to establish a regular and expeditious communication between England and the three Presidencies and Ceylon; and also between the three Presidencies, Madras, Bombay, Calcutta, and Ceylon respectively, during all seasons of the year. And it is a prominent feature in this plan, that he proposes to accomplish all this without applying either to Government or the East India Company for aid, leaving any arrangement with them for the conveyance of dispatches as a matter of ordinary business—the profits of the establishment to be ample without this aid.

It is well known that Mr. Holmes is not the first person who has projected a conveyance by this route —it has also been proposed by—

Lord W. Bentinck, with steamers of		1,000 tons burden
Dr. Lardner	....	1,000
Capt. T. Barber	....	600
Capt R. Oliver	....	900—1,000
Mr. T Kingston	....	450— 600
Mr. W. Morgan	....	650
Major Head	....	600

Mr. Holmes's plan is distinguished from all of these in requiring no assistance from Government or the East India Company. But the main feature of Mr. Holmes's plan is the great tonnage he has proposed for his vessels—a tonnage of 2,617 tons—propelled by a power of 600 horses. So far, therefore, as magnitude of vessel is concerned, this plan is in conformity with the *principles* we explained in the first part of this paper.

The next great point of distinction in Mr. Holmes's plan is the employment of iron vessels instead of wood. The weight of the hull of a large wooden ship would be 1,500 tons, while the same size in iron could be constructed with greater strength and durability with the weight of the hull only 500 tons, therefore allowing 1,000 tons of cargo more to be carried in the iron ship than the wooden one at the same immersion. What, therefore, in wood would only be a 1,500 ton ship, from the weight of the hull, would be a 2,000 ton ship, if made of the same size of iron; and as the thickness of the timber would be about equal to two feet of increased beam in iron, the saving in room would also be considerable.

The comparative cost is given as follows :—

Wood ship, 1,500 tons, with machinery, etc., 70,000*l.* —47*l.* per ton.

Iron ship, 1,500 tons, and in reality 2,000—60,000*l.* —30*l.* per ton.

So that the cost per ton of real carrying capacity is about two-thirds in the case of iron.

It is right, however, to state that Mr. Holmes does not appear to have sufficiently considered the necessity which will exist in iron vessels of such size, for very great strength of framing, on some principle quite different from that adopted in timber vessels and yet of immense size. This is absolutely necessary to resist the action of a heavy sea on this large scale. We think that Mr. Holmes has not sufficiently considered or provided for this, because we nowhere in his estimates find either space, weight, or expenditure allowed for this most important item. We explained the necessity for such a provision in our last, to prevent the action of the sea from breaking the vessel in the middle; and it is a remarkable fact, that two days after that article had been printed, the necessity for such a framing was thoroughly demonstrated, for an iron vessel went ashore on Monday, the 7th of January, in a small inland bay, where the sea never breaks with great violence—the vessel was a perfectly new and perfectly sound and substantial iron vessel—and in ten minutes after touching the ground, the hull broke through in the middle, the stern part being entirely removed by the sea; and had not the passengers been able to walk on shore quietly and immediately, all might have perished. What a contrast does this present to those noble timber vessels the Lockwoods and others of the liners, that beat about for several days on the Liverpool banks exposed to all the violence of the breakers, without being broken up. Mr. Holmes, and the other advocates of iron vessels, will, we trust, see the necessity of adopting some principle of construction radically better than anything we have yet heard of, before they venture to embark life and property, on so large a scale, in thin and fragile shells. It should also be recollected that iron vessels must once a twelvemonth be taken out of the water, and throughly coated with paint outside and inside—this is indispensable for preventing corrosion.

Mr. Holmes conceives the advantages of iron above timber ships to be so great, as to render it certain that they will entirely supersede them—that the British Queen, Great Western, and President ships will hardly be established on their stations before this will take place. The following is the mercantile result of the scheme, with passengers every month, comparison being made between iron and timber vessels:

	Wooden ships. Steaming 50 days.	*Iron Ships.* Steaming 30 days.
12 timber, or 8 iron ships	700 tons, 300 H. P.	2,617 tons 600 H. P.
Cost of each ship	£ 36,000	£ 70,000
Cost of all the ships	432,000	560,000
Outlay at stations	15,000	2,000
Outlay in Egypt	27,000	27,000
Coals and contingencies	26,000	11,000
Total invested capital	500,000	600,000
Annual charges :—		
Coals	£ 108,000	£ 129,600
Expenses in Egypt	2,000	48,160
Wages and victualling	36,000	33,176
Officers and stations	5,000	5,000
Insurance	15,000	18,000
Wear and tear	75,000	90,000
Interest on capital	25,000	50,000
Total annual charge	284,000	354,936
Income :—		
Passengers	£ 2,748,	£ 18,000
Freight of goods		7,000
Total income of 12 trips	130,656, 8 trips	1,200,000
Charges to be deducted	284,000	354,936
Loss	143,344 Profit	845,964

Admitting that Mr. Holmes's estimate is greatly too favourable, still much may be deducted without showing a loss. We cannot, therefore, too often repeat, that in all long voyages great size is of the very first importance.

Having built the iron vessels, and completed all his arrangements at his various stations, Mr. Holmes intends to proceed in the following manner :—

"I will suppose two iron vessels of say only 1,500 at their stations at the end of December, 1839, (19—23, 26—29) one at London and the other at Calcutta to leave London and Diamond Harbour on the days hereafter named. From London I start on the 1st of January, in time to get out of the Thames and to sea on the evening of the same day with the monthly periodicals, 500 tons cargo, and 150 tons of coals, and with such passengers as may prefer embarking in London to a journey to Falmouth. I proceed to Falmouth, and arrive there on the morning of the 3rd, there take in coals for the voyage out and in to and from Alexandria-- say 4,000 tons of Welsh coal---I leave Falmouth that night, with the London mail of the 2nd of January, arrive at Gibraltar on the evening of the 7th, Malta on the 11th, Candia, on the 13th, and at Alexandria on the morning of the 16th; distance 3,000 miles in a little less than thirteen days, say twelve days and a half, or about 240 miles a-day, or ten miles an hour, including the several short stoppages. At each place of call I would take up freight, for freight left, and such additional cargo as the consumption of coals would admit, and as would keep the ship at about the same trim and immersion through the passage, varying only by the reduction of coals from station to station. In ordinary "weather a power of 400 horses will only be worked to accomplish this, in which case the coals consumed will be 350 to 370 tons: it will be safe to take the latter as an average quantity consumed.

"I will suppose that I have 200 tons of the original cargo, and 200 to 300 tons that have been exchanged at the intermediate stations, 150 tons which is to cross the Isthmus, and the remainder being consignments in Egypt. I therefore discharge the 150 tons immediately into the boats at Alexandria, with passengers, etc., and proceed that day on the canal of Mahmoudie, and arrive at Adfa, on the Nile, that night with passengers, and there sleep, leaving the luggage and freight to follow, and arrive at the Nile, and be there transhipped into the Nile steam boat early in the morning, *i.e.* the 17th---on that day proceed up the Nile, and arrive at Cairo in the evening, and meet the Indian, passengers who would sleep at Cairo the same night; the English passengers to proceed that night to Suez, arriving there on the morning of the 18th where the Calcutta boat will be in waiting, cleared of its passengers and cargo from the east, and ready to receive the same from the west. During the 18th, the necessary preparations for the voyage eastward are completed, and sails in the evening, with 500 tons Burdwan coals remaining, and 1,000 tons cargo; calls off Cosseir, and arrives, off Jiddah on the 20th, Camaran on the 22nd Mocha on the 23rd, Aden on the 24th, Socotra on the 25th, and at the Maldives on the 29th, where the Bombay branch boat would be in waiting, with which I should exchange passengers and cargo. She would return to Bombay, and arrive there on the 2nd of February, calling at Mangalore, and other places on the west coast of India. The Calcutta boat would proceed calling off Galla, and arrive at Trincomalee on the 1st of February, Madras on the 2nd, and Diamond Harbour on the 5th, and Calcutta on the same or the following day, completing the passage from Falmouth to Calcutta in one calendar month and two days, at a sailing rate of about ten miles an hour, including the shore stoppages at stations.

"From Calcutta, the boat to sail for Diamond Harbour on the morning of the 29th, and arrive at Madras on the morning of the 1st of January, Trincomalee on the 2nd, call off Galla, and arrive at the Maldvies on the morning of the 5th, and meet the Bombay boat, which would leave Bombay on the 1st, exchange passengers, mails, etc. with the Bombay boat, to return to Bombay, and arrive on the 9th, the other to proceed west, and arrive at Socotra on the 9th, Aden on the 10th, Mocha on the 11th, Camaran on the 12th, Jiddah on the 14th, and Suez, calling off Cosseir, on the 16th; the passengers and cargo to proceed to Cairo, and arrive there on the morning of the 17th, and remain there that day and the following night. On the morning of the 18th, proceed down the Nile, and sleep at Atfa; the next morning proceed by the canal to Alexandria, and embark in the English boat that night, the luggage and freight having preceded the passengers the night before, and be on board before their arrival at Alexandria. The boat to leave Alexandria, on the evening of the 20th, with 1,000 tons of freight and the remaining coals, arrive at Candia on the 22nd, Malta on the 24th, Gibraltar on the 28th, and Falmouth on the 1st of February, completing the passage in one calendar month and three or four days. I have taken a day or two longer in one passage, to provide for any delay which might occur of a day or two in meeting in Egypt, in which case the time would be divided by the passage each way, and without inconvenience to either party. After the whole arrangements get into good working order, I would increase the speed, so as to ensure the passage within one calendar month between Falmouth and Calcutta This can be done by the 1500 tons iron boats, and with the large ones with great ease."

Mr. Holmes next considers the difficulties of the overland part of the journey :—

"The alleged difficulties in Egypt have been merely in reference to the mode of transit *hitherto adopted* viz.---by the conveyance of passengers and goods overland on the backs of animals, a distance of seventy-two miles, between Suez and Cairo. Between Alexandria and Cairo there is water communication, for which I recommend boats, and general arrangement, as shown in the plans, and described in the detailed estimates. Between Cairo and Suez I would have omnibuses for the passengers, and vans. The road between these places has been proved to be good, and well adapted for running carriages. For the conveyance of the boats on the canal, and the carriages between Suez and Cairo, I would, in the first instance, get the work done by hired cattle, at a mileage,—in which there is no difficulty. The Pasha of Egypt has repeatedly declared his readiness to lay down a railway, if he can have any assurance that the English public will use it, at a very moderate remuneration, and would afford every possible facility: and he has already a large part of the materials, delivered, in Egypt, for its construction. But this is not all. It is to the interest of the Pasha of Egypt, and especially to the interest of England and the East India Company, while England has the "dominion of the seas," both in a commercial and political view, that a canal should be constructed between the Mediterranean and the Red Sea, direct. These interests will be shortly manifest on the adoption of the line by the Committee, and nothing will prevent the rapid accomplishment of this important junction of the eastern and western seas, to admit the passage of large vessels."

EUROPEAN INTELLIGENCE

VARIETIES.

The clothing of the army, for the past year, cost £ 229,458,

The patrons of the vicarage of Bradford, in Yorkshire, have presented to that important living the Rev. Dr. Scoresby, of Exeter, a gentleman not less distinguished for his scientific attainments than for his personal piety and active discharge of ministerial duties. --(*Birmingham Herald*) The rev. gent. was, it will be recollected, once commander of a Greenlandman. After quitting the deck, he entered the pulpit; and for several years, was minister of the Mariners' Floating Church, in George's Dock, Liverpool.—*Ed. Albion.*

The late Bishop of Peterborough.—It is reported, that the late bishop has left the palace, at Peterborough, in such a state of delapidation that there is not a room fit to live in: it is also currently reported, that it will take three thousand pounds to put it in a habitable condition, and that Mrs. Harsh, the bishop's widow and executrix, will be proceeded against for the recovery of that sum of money.--(*Lincoln Mercury.*) This statement has been pronounced false.

Another Mawworm.—A diminutive individual, who had quitted the profession of mending soles, under the impression, that he was called upon to save them, was taken before the Lord Mayor of London, on Tuesday last, for having gathered a large congregation and played sundry pious pranks in the neighbourhood of the Mansion-house. Contrary to the general practice of those who undertake to give spiritual consolation, instead of exacting money he bestowed it. His audience, became rather numerous, and many were the persons who pressed forward to receive his gifts in the shape of threepences and sixpences. A sensible police-officer thought he was giving rather too fast, and that, in all probability, a wife and children might ultimately be the sufferers if his mania were not checked. He was therefore, whipped up and carried away to the Mansion-house. The little shoemaker said, he had received a call on Clapham Common, where, amid many who were cavailling loudly about the name of the Lord, he, too, opened his mouth, and spake as loudly as the rest, according to what the Lord inspired him with. He had become a child of God, and, he had still half-a-crown left in his pocket and ten shilings at home, he wished to procure a license, and try the effect of his new mode of exhortation. The Lord Mayor told him, that he might apply to the magistrates at Union-hall for a license, but advised him strongly to return to his shoemaking, for he would find, that, in resisting the siege of poverty there was nothing like leather. The defendant, on hearing this exclaimed, "No! I am called, I am called! I find that I am a child of the Lord, and that I can smite Beelzebub with the jawbone of a jack ass!" The defendant, having promised the magistrate to confine his exhortations to the neighbourhood of Clapham Common, was discharged.

Tory Horror of the Bible.—The Bible Society was resolutely resisted by the leading bishops and dignitaries of the church. Dr. Herbert Marsh, the late Bishop of Peterborough, who died very recently, and who is considered with justice a great ornament of the Tory party in the church, published several letters and tracts to show the dangerous tendency of Bible Societies. He denounced it as likely to lead to the repeal of the Test Act, a measure to which, as a Tory, he was strongly opposed, and which his party still regret, and will, if possible, recall. But he objects to it, also, on other and more general grounds: he says, "What are the general effects of these societies, but to bring into neglect the bulwark of the established Church? When Churchmen and dissenters unite in a society for the distribution of *the Bible alone*, even where the Church of England is established, the Churchmen conform to this regulation, because the Dissenters would not otherwise join with them, they sacrifice their own principles to those of the Dissenters." In another letter, he says, "The Church will be undermined if the Bible be circulated among her members without the Liturgy;" and in his well-known sermon, at St. Paul's he says. "Without the Liturgy, men want a guide to lead them to the Established Church; without the Liturgy the Bible may be misapplied to doctrine and discipline most discordant with our own."—*Caledonion Mercury.*

Quick Travelling.--The steamer Actæon, Captain Main, made the passage from Liverpool to Greenock in the extraordinary short time of *seventeen hours and ten minutes*, on Monday last, the 8th instant. and landed her passengers at Glasgow in nineteen hours and three quarters, being the quickest conveyance on this line ever known.--*Chronicle.*

Employment of Russian Ladies.--- Many ladies employ a number of girls, generally the children of household servants, in embroidering and making all kinds of fancy-work, which they execute most beautifully, and which their mistress sells, receiving orders for it, as is common in charity-schools in England. In a house where we were visiting some time ago, we were shown a shawl with corners and borders of a most beautiful pattern of flowers in brilliant colours, which had been entirely made at home by a young girl, who brought it in to exhibit it and who was then employed upon another which we saw in progress. Even the wool, the colours of which were admirable, had been dyed in the house. The shawl was valued at fifteen hundred roubles, about sixty-two pounds; it had occupied the girl who made it about a year and a half. In almost every house some art is carried on, useful or ornamental, and women are employed in spinning, weaving, knitting, carpet-making, &c.; for the raw material in Russia is worth little, and the manufactured article alone is valuable in the market. The ladies of England, "who live at home at ease," little know the disagreeable and troublesome duties of inspection and correction which often devolve upon the mistress of a family in Russia, from all the various branches of domestic industry which she is obliged to superintend.---*Venables's Domestic Scenes in Russia.*

American Ingenuity in Evading the Law.--- The very first object of the Americans, after a law has been passed, is to find out how they can evade it. Thi exercises their ingenuity; and it is very amusing to observe how cleverly they sometimes manage it. At Baltimore, in consequence of the prevalence of hydrophobia, the civic authorities passed a law, that all dogs should be muzzled, or, rather, the terms were,, "that all dogs should wear a muzzle, or the owner of a dog not wearing a muzzle should be brought up and fined;' and the regulation further stated, that any body convicted of having "removed the muzzle from off a dog should also be severely fined." A man, therefore, tied a muzzle to his dog's tail, (the act not stating where the muzzle was to be placed.) One of the city officers, perceiving this dog with his muzzle at the wrong end, took possession of the dog, and brought it to the town hall. Its master, being well-known, was summoned and appeared. He proved that he had complied with the act, in having fixed a muzzle on the dog, and further, the city officer having taken the *muzzle off* the dog's tail, he insisted that he should be fined five dollars for so doing.--*Capt. Marryat's Diary in America.*

Compliment on the Spot.---D'Orsay, in remarking on a beauty speck of Lady Southampton, compared it to a gem on a rose leaf. "The compliment is *far fetched.*" observed her ladyship. "How can that be." rejoined the count, "when it is made on the *spot.*"

Kirkcudbright Regatta.---The Kirkcudbright regatta is fixed to take place on Tuesday, the 30th of the present month. The Right Hon, the Earl of Selkirk will preside over the sports of the day in the capacity of Commodore, and W. B. I. Gordon, Esq., will fill the office of Vice-Commodore. The prizes announced are nine in number, including the honorary prize of the silver oars, presented to the club by the Countess of Silkirk, and the Vice-Commodore's silver cup. It is impossible to imagine a scene more replete with lively interest than the Kirkcudbright waters during the regatta. All who have witnessed this event, one of delight to all for miles round this romantic neighbourhood, dwell with pleasure on the recollection. The beautiful and picturesque scenery of this part of Scotland is not surpassed by any even in that "land of beauty and of grandeur." If the weather prove propitious, the regatta must be one of high gratification to thousands. With the aquatic sports, the ordinary, and the grand ball in the evening, the day will be filled up.

The *Gazette* of yesterday contains the following appointments to the rank of Deputy-Lieutenant in the shire of Edinburgh: Sir A. Hay; Sir W. Hamilton; Sir J. Spittal; Sir J. Robison; A. Anderson, Esq.; R. Aytoun, Esq.; W. Bell, Esq.; A. Black, Esq.; R. Cadell, Esq.; A. Clapperton, Esq.; P. Crooks, Esq.; J. Dewar, Esq.; G. Forbes, Esq.; J. T. G. Graig, Esq.; J. Black Gracie, Esq.; G. Grant Esq.; R. Grieve, Esq.; E. Henderson, Esq.; J. Henderson, Esq.; J. Ivory, Esq.; D. Kinnaird, Esq.; J. Learmouth, Esq.; G. Logan, Esq; J. W. Mackenzie, Esq.; J. Macfie, Esq.; D. M'Laren, Esq.; A. E. Monteith, Esq.; T. Maitland, Esq.; J. Mansfield, Esq.; A. Millar, Esq.; W. Plomer, Esq.; P. Ramsay, Esq.; A. Rutherfurd, Esq.; T. Sawers, Esq.; W. Skene, Esq.; A. White, Esq.; A. Wood, Esq.; J. Hope, Esq.; and J. Thomson, Esq.—*Courier, July* 16.

"Orange Loyalty.—The loyalty of the Orangemen has been heretofore described as conditional. It has now become comparative—the Queen Dowager is the Queen of the Orangemen, and the King of Hanover is their King. At a corporation dinner given on Tuesday night, by Sheriff Taylor, the health of the Queen—we quote from the report in *Saunders*—was received with "three times three." The health of the Queen Dowager was drunk with "the loudest applause." But the health of the King of Hanover—the only Monarch recognised by the Orangemen—was drunk with "the loudest enthusiasm." Thus, there is no allegiance for the Queen Dowager---and ultra-allegiance for the "Foreign Prince and Potentate" who has abolished the constitution given by King William IV. to the Protestants of Hanover. The Peel Privy Councillor, Mr. F. Shaw, the Corporation Judge, was present at these *loyal* orgies.---(Dublin E. Post.)

The greatest number of letters ever known to pass through the General Post-office in one day was received on Monday. Their number exceeded 90,000, and their amount of postage £4,050, greater by £530 than had ever been collected in one day. This enormous number can only be accounted for by the simultaneous arrival of the overland India mail with those from the colonies and the continent, and the receipt of a vast number of letters from all parts of England, Ireland, and Scotland. In order to prepare for the delivery of so extraordinary a number, there were no less than 200 sorters employed unceasingly for five hours, and at the termination of their labours many of them were so exhausted from their exertion, and the extreme heat and closeness of the offices in which they were engaged, so to be scarcely able to walk.—(Herald.)

Sandwhich Island papers have arrived to the end of September: they contain the particulars of an attempted assassination of the American consul and his lady; the latter, indeed, was so dangerously wounded as to be past hope of recovery, but the former was expected to survive, although seven wounds had been inflicted. It was an affair of house-breaking, by a black Spaniard and another man, English or American, of the name of Gale. The consul, hearing a noise, left his bed-room to examine the premise and was set upon by the thieves. The discovery of the criminals and their instant arrest was chiefly owing to the prompt interference of the British Consul.—(Globe)

The British merchants in Mexico, on the 22d April, addressed a letter to Mr. Pakenham, British resident Minister requesting him to express to Admiral Baudin their gratitude for the brave conduct of the sailors of his fleet on the occasion of the fire in the customs' warehouse at Vera Cruz, by which great service was rendered to them as well as to the town.-Mr. Pakenham, in enclosing the letter to the Admiral, took occasion to express his warm concurrence in the same sentiments.

Sir William Beatty has tendered his resignation of Physician to Greenwich Hospital; and it is reported that the vacancy will not be filled up, but that both departments will be under the controul of Sir R. Dobson. We cannot allow this announcement to pass without a word of our own. As surgeon to the immortal Nelson on the fatal day on which that master-spirit of an age received his death-wound, Sir W. Beatty stands intimately identified with the brightest page in the history of the nation. We know not what other hearts may feel on the occasion, but our own droops at the reflection that Greenwich is to lose the possession of a name so linked with that of Nelson—we speak not of the name alone, but of the person; of the mild temper, the gentle bearing, the readiness to serve, the professional skill, the anxiety for the health of others, even when his own was failing. These, and other noble qualities, golden virtues of the olden time, have endeared Sir W. Beatty to all who enjoyed the honour of his acquaintance, or the happiness of his friendship.—(Greenwich Journal,)

Steam Men-of War.—The increase of steam-vessels in the Royal Navy is remarkable, not only on account of their augmented size and locomotive power, but their heavy armament, improved form, capacity for stowage, and increased speed; whilst their performances under canvas are little, if at all, inferior to the best sailing ships. On reference to the Navy List for January, 1830, we find but eight steam-vessels described, and one only (the *Dee*, building) calculated for war—the others, namely, *African*, *Carron*, *Columbia*. *Confiance*, *Echo*, *Lightning*, and *Meteor* are still) existing), being, excepting the *Columbia*, of 331 tons, small vessels under 200 tons, and of 100-horse power, and principally employed as packets in the Mediterranean. We have now, in 1839, no less than thirty-three steam-vessels of war, besides thirty-eight employed in the Packet Service, exclusive of hired steam-vessels, making altogether seventy-one, some of which are upwards of 1,000 tons and 400-horse power, armed with heavy guns of great range, and capable of combating with any description of force that can be met afloat; and this splendid Steam Navy, which has attained to its present extent in such a short period, is capable of transporting an army of 10,000 men to the Continent, or, if need be, across the Atlantic, at any time when such a proceeding might be deemed necessary. We find by the report of the Commissioners appointed by the Board of Trade—Capt. Pringle, R.E., and Mr. Parkes—that the total number of vessels, of all sizes and classes, propelled by steam, belonging to the United Kingdom and the Colonies, amounts to 810, the registered tonnage being 87,907; to which add the tonnage of the engine-room, not registered, 60,933; making altogether 157,840 tons, impelled by 63,250 horse power.—(Naval and Military Gazette.)

The average sum daily spent on ardent spirits in Ireland is nearly £20,000 (seven millions per annum, upwards of £800 an hour). Surely Ireland must be a rich country to stand this—or, it is no wonder that its people are poor.---(Argus.)

Curious Detection.---At the Stockport petty sessions, on Saturday week, two men named Partington and Hurst were charged with a burglary in the house of Mr. Rostron Lingrad, of Stockport.---The principal evidence against Hurst, who is a soldier on furlough, consisted of the mark of his teeth in a pat of butter! He happened to have a broken tooth of very peculiar form; and having, whilst plundering the house, indulged himself with a mouthful of butter, he had left the shape of his teeth so distinctly imprinted upon the remainder as to leave no doubt about his guilt.---Manchester Courier.)

THE NO-PATRONAGE ADMIRALTY.

In the course of the last week naval men were a little surprised at the promotion of the three following Midshipmen, or Admiralty Mates, to the Rank of Lieutenants of the navy:—Mr. F. Bouverie, Mr. T. Wilson, and Mr. F. Horton. It has long been regarded as a hardship by the naval service that, while the position first attained by gentlemen entering the army is one of indelible character and permanent rank, gentlemen who devote themselves to the naval service of the country are compelled to serve six probationary years before they can obtain a commission, during the whole of which period they have no rank whatever and cannot attain any even when that period has expired unless by a specific act of the Lords of the Admiralty. This hardship has been felt not only by the naval service, but by all Englishmen who retain a grateful recollection of the benefits which that service has conferred upon Great Britain, and the glory it has acquired for her. There may be—nay, we do not deny that there are—difficulties in the way of any such alteration of the naval system as we do away with this hardship completely, and place the naval and military professions, in respect to the circumstance to which we have allued, upon an equal footing. But it is undeniable that the Admiralty may aggravate this evil, or mitigate it, according as it shall make a partial or impartial selection from the list of midshipmen for occasional promotion to the rank of lieutenant. Let us see how the present Admiralty Board act in this matter—a matter which, in a national point of view, is of the very highest importance :—

The number of midsipmen now living, who had passed before 1833, and who consequently had been in the service at least fifteen years	70
Number passed in 1831, and, before, fourteen years in the service	35
Passed in 1 32, and thirteen years in the service	37
Passed in 1833, and twelve years in the service	52
Passed in 1834, and eleven years in the service	68
Passed in 1835, and ten years in the service	79
Passed in 1836, and nine years in the service	107
Passed in 1837, and eight years in the service	81
Total number passed in or before 1837	529

Of this number several are the sons of old Admirals who fought and bled at a period when the naval service was more arduous than it is at present, and with a triumphant effect which the world has not forgotten, however the British Admiralty may have done so, to sustain the honour and defend the interests of their country. We have said at the commencement of this article that three Midshipmen were made Lieutenants last week, and have mentioned their names. We will now state the respective periods of service of these three fortunate youths.

Mr. F. Bouverie passed in	1836
Mr. T. Wilson	1837
Mr. F. Horton	1838

We pass the two first names without comment.—The important services of Lord Radnor in the House of Lords supply a reason why the claims of a gentleman bearing the name of Bouverie should not be forgotten by Lord Minto, although, for the sake of remembering him, the fair pretensions of gentlemen whose fathers had fought and died in the naval service of their country must necessarily be overlooked. The promotion, however, which has chiefly excited attention in the service is that of Mr. F. Horton, the son of Sir W. Horton, a gentleman who was formerly a Tory, and an excellent Tory no doubt, inasmuch as Lord Bathurst had him for his Under-Secretary at the Colonial Office; and who, after passing, as opportunity served, through the intermediate political grades, and remaining for as long a period as he thought fit in the lucrative office of Governor of Ceylon, is now an excellent Whig. We do not happen at this moment to recollect any services, naval, military, or civil, that Sir Wilmot Horton has rendered to the country of a nature to require that his son should be put over the heads of the sons of old and distinguished Admirals. All we recollect of Sir Wilmot is that he has held various beneficial employments, in reference to which it might with rather more justice be said that the country has served him, than that he served the country. But this is by-the bye; for we do not understand that the Admiralty has given his commission to Mr. F. Horton out of any respect to the public services of his father. The ground of preference is, we believe, of a very different nature, and it is of the actual ground of preference in this case that the naval service complain. It is understood that Mr F. Horton is made a Lieutenant in the navy in the first year of being out of his time, in preference to his 526 better entitled competitors, because he has the good fortune to be brother-in-law to Mr. Tuffnell, who has the good fortune to be private secretary to the

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First Lord of the Admiralty. So long as Lord Minto confined his manifestations of partiality in disposing of commissions and employments in the navy to members of his own family, the naval service—for sailors are fellows of a kindly and generous disposition—did not find much fault. They thought it was natural enough, and there was an end. But, we believe it is universally felt that the case is varied materially when the claim of priority of service is disregarded on account, not of consanguinity, but merely of alliance, with the private secretary of the First Lord. The 526 uncommissioned Midshipmen and their connections universally regard this appointment as a distinct intimation from authority that such of them as have no official connections may despair.—(Post.)—*July* 28.

THE DUKE.

"The Duke of Wellington it was," says the *Times*, "who hit the right nail upon the head. The Duke of Wellington it was who now, at last, feeling the abominations of this vile Ministry to be no longer endurable, gave free scope to the disgust with which they filled his upright and patriotic spirit, and denounced them to the country in words which struck the very life-strings of Lord Melbourne as with a succession of thunder-bolts." To this wretched rhodomontade, worthy only of the violence and rant it eulogizes, the temper exhibited last night by the Leader of the House of Commons and other speakers, in reference to the same subject—the state of Birmingham—appears in admirable contrast.—"Birmingham," says the panic-stricken hero of a hundred fights, "has been treated like a town taken by storm"—"he had been in many towns taken by storm, but never had such outrages occurred in them as were committed in this town only last night, and under the eyes of Magistrates." And this from so old a soldier, from the Captain of the Age! Had a "parochial" volunteer, who had never seen a sword in a state of nudity, made the assertion with becoming seriousness, we should have laughed; but

"Who would not weep if Atticus were he?"

Instead of weeping, however, we shall take to quoting Col. Napier's account of what took place under the very eyes of the illustrious and long-experienced town-stormer at a place called Badajos, which our readers must have heard of, although the Duke of Wellington has evidently forgotten it.

"Now," says the Colonel, "commenced that wild and desperate wickedness which tarnished the lustre of the soldiers' heroism. All, indeed, were not alike, for hundreds risked, and many lost their lives in striving to stop the violence; but the madness generally prevailed and as the worst men were leaders here, all the dreadful passions of human nature were displayed. Shameless rapacity, brutal intemperance, savage lust, cruelty and murder, shrieks and piteous lamentations, groans, shouts, imprecations, the hissing of fires bursting forth from the houses, the crashing of doors and windows, and the reports of muskets used in violence resounded for two days and nights in the streets of Badajos! On the third, when the city was sacked, when the soldiers were exhausted by their own excesses, the tumult rather subsided than was quelled."

Look upon this picture, and on that---on Badajos and Birmingham; and than conceive the possibility of any sane creature's mistaking the last for the first, and fancying the dwarf to be bigger, beyond comparison, than the giant. His Grace's flighty manner, some nights ago, on the subject of the Blackwall Railway Bill, excited at the time some alarm in the minds of his friends, and to whatever account they may endeavour to turn his strange sally of Tuesday evening, it must necessarily tend to strengthen their apprehensions.--*Courier, July* 17.

"ACADEMIC QUESTIONS."

The House of Commons having now, in a manner so satisfactory to the country, got through the public business of the session, and made wise provision for all our political want betwixt this and next spring, begins to be well night at a loss for materials to exercise its collective wisdom upon. In this delightful state of leisure, (industry's best reward,) it found time on Tuesday night for a very long *conversazione* on the fine arts, in which was spoken an uncommon quantity of public-spirited things,---aspirations after the public weal in connexion with Corregios, Vandykes, &c.; philanthropic prayers for the progress of portrait-painting, &c. And, for example, that sanguine friend of the people, Sir Robert Peel, thus chivalrously and cheaply declaimed---

"He hoped to live to see, in the most favoured part of Hyde Park, a magnificent structure devoted to the reception of works of art, not merely for the accommodation of the Sovereign, but for the accommodation and delight of the people of this country; for their amusement, their intellectual refinement, and their improvement in the arts."

Sir Robert discovered some subtile relations between the Fine Arts and the Penny Postage: at any rate the latter subject was so interwoven with the course of his reflections, that it appeared to form itself into an essential part of the question---

"When that time arrived, he hoped the country would be rich enough, *notwithstanding the deficiency of the Post-office revenue*, to build for itself a palace of the arts."

And again---

"*When their Post-office whim was part indulged* he hoped they would be rich enough to provide a structure of which they should not be ashamed."

Whether love of the Fine Arts or hate of the Penny Postage chiefly prompted these observations, we of course cannot pronounce. It is gratifying, however, to know the manner in which this public-spirited man is of opinion that Hyde Park ought to be laid out "when the time arrives." It seems "he hopes to live to see that time." Many people, no doubt, will join him in that hope---the passion for longevity is natural. In the mean time, as Hyde Park---owing to the unfortunate adoption of a Penny Post---is not likely to be adorned for some while with any thing better than oaks and elms, and the Royal Academicians will have more than time enough to paint and varnish all the extra portraits that will be required for the additional walls they are to have "when the time arrives"---the question is, on what terms are they to occupy their present lodgings? This question was answered on Tuesday last, by a majority of 5 in a House of 71 Members, to the effect that they might continue to occupy them without charge and without responsibility until further notice. But it may reasonably be doubted if, after the exposure of their doings which has taken place, this lease will be long extended to them. Mr. Hume will no doubt take the hint thrown out by Mr. Warburton, and make his motion for ordering returns from the Royal Academy an annual motion, until the chartered face-painters have been taught a proper lesson of humility. If the question turn, hereafter, less on the terms of their existence than on the expediency of their existing on any terms, many now will think it much more to the purpose; and this is rendered all the more probable by the late proceedings, which, while they have resulted in no inconsiderable exposure of Academic delinquencies, have also established the significant fact that the Academy recoils from and dreads investigation.

That Academies, generally, are the worst enemies of the arts they assume to cherish, is a position which hardly requires circumstantial proof; for reason and analogy sufficiently point out that it must be so. An Academy is *Art in office*; and whatever spirit, whatever independence it possessed before, are destroyed the moment it assumes the robes of authority. We are to remember that "politics" are not confined to affairs of state, or to those bodies that take part in them, but that they are infused through all the ramifications of public life. No society of men can be chartered for any purposes of art, science, trade, or other enterprise but immediately there springs from their incorporation a sort of politics, an *esprit de corps*, of which it may be difficult to attempt a full analysis, but safe enough to say that, in its nature, it is opposed to the public good, and can seldom be left with impunity unrestrained and unregulated. It suggests no argument against the formation and encouragement of public companies, but it describes the respect in which they are most obnoxious to popular jealousy, and in which the control of a superior authority is most needed to render their institution really beneficial. With respect to Academical Societies, there is every reason why we should believe that even the wisest and most provident regulations of government can never convert them—we will not say into beneficial, but into inoffensive institutions; and this for reasons already suggested from the analogy of politics. In politics, what is the neutralizer of all talents?—Office. What is the annihilator of all enterprise?—Office. What is the grave of all honesty?—Office. What is the great subduer of genius and truth, and leveller of public virtue?—Office. What is the cold formalizer of manners; the heartless reducer of all things genuine and characteristic to one insipid, lying uniformity?—Office. What a secret have we here then stripping the fine arts of every shred of their peculiar grace and honour! What a plan for purging them of every particle of their gold, and leaving the refuse—for public admiration too! "Put them into office"—this was the malicious counsel which might have been for answer to the question, "How shall we soonest extinguish the fine arts in this country?"

We consider our analogy strictly accurate. It is usually been the case that an art has numbered votaries of extraordinary merit and high celebrity *up to the time* and even *at the time* of its making the fatal move which places it, as we think, on a higher, but really on a lower level—on a level with commercial bodies, joint-stock companies, &c. (of which, indeed, it actually becomes one): but after that false move, such art, instead of rising higher, has invariably begun to sink into contempt.* For the glory of an art is not in the number but in the quality of its achievements; and if it be granted (which it may) that Accademies enlarge the commercial operations of the art—that is, raise up a great body of artists of mechanical ability, and thereby increase the market for productions,—a circumstance makes out a strong claim for Academies to the gratitude of the Board of Trade; that is all. In fact, the distinction which Sir Robert Peel was at pains to make the other night was quite too fine—

"There was a clear distinction between all *commercial societies—those connected with the acquisition of gain*, and institutions and intended for the promotion of public objects. If a society were intended strictly for the promotion of public objects, he should be sorry to deny the right of the House of Commons to inquire into such societies; and he felt bound to say, that he thought the fact of the Royal Academy being accommodated with apartments at the public charge added to the right which that House possessed to call for the returns required."

The Royal Academy, by this rule, might easily resist investigation if it chose; for it certainly *is* a "commercial society," if it had only the candour to say so. Now it may or it may not be considered a merit in Academies to enlarge the number of respectable mediocre artists—to increase the *middle classes* while adding no "new creations" to the *aristocracy* of art; but this, in any case, remains their damning reproach, that, dealing solely in things *second-rate*, they yet challenge, and unfortunately by their artificial position obtain, *first-rate* honours. Proclaim them trading companies; strip them of their power to be thought nurseries of national genius; take away the high sanction that misleads the public into a deference to pretensions which are simply ridiculous; and then, if they will, let them continue to discharge their present functions—it will not be at the expense of truth and justice: mediocrity may still flourish and increase, but genius will no longer be starved to feed it.

Speaking of Arts and Academies, we do not know how it is that in this country "the Fine Arts" should imply painting and sculpture only, but not music; and, by a corresponding slight, that "*The* Royal Academy" should emphatically point out the establishment in Trafalgar Square, and by no means that in Tenterden Street. Yet music is an art—if report speak true, even a "*fine* art;" and it too boasts its Royal Academy. Is any Member of the House of Commons aware of these remarkable facts? and may we ask, is an attempt to be made to deliver the arts of design from the thraldom of Academic government, and will no finger stir to relieve music from a worse moral degradation?

But of this enough for the present. Royal Academies must look to themselves: there is something rotten in their state, if not in their very natures, and investigation will not stop because they are pleased to deprecate it.---*Spectator, August* 3.

* Exchanging celebrity in painting, for example, for celebrity in *dining*. The Royal Academy, with its "penn'worth of bread to all this sack"—its 4,586*l.* "in sending young men to Italy" to its 19,750*l.* in carousing—must take care lest it give rise to some wicked parody on that dialogue of LUCIAN'S in which, amongst various causes argued before Jupiter in the Areopagus, we find the singular and suggestive case—"*Debauchery versus The Academy!*" We don't know, by the way, how far a comparison might be instituted between the "Royal Academy" and the "Vetus Academia;" but one difference immediately occurs to us. It was a law in the latter, that no one frequenting it *should laugh*. It would be impossible to enforce this rule in the "Royal Academies" of our time, unless visiters were strictly excluded: their performances being compared with their pretensions—HERACLITUS himself must giggle.

INDIAN MAILS.

It is lamentable to observe, notwithstanding the sacred obligation which the East India Company and the government may be said to have incurred relative to the transmission of the India mails, that the monsoon season is at hand, without any better arrangements than those which existed last year for conquering the natural impediments created by it. A private letter from Bombay, of 8th May states, that the steam-vessels held in readiness for the communication with the Red Sea were not only too few in number, but of a degree of power inadequate to bear up against the monsoons. The route by way of Egypt seems, therefore, to be in a fair way of being abandoned during that season, and the mail which was to be made up on 3d June was ordered to proceed by a sailing vessel up the Persian Gulf to Bussorah, and from thence overland to Beyrout. All the means at hand at Bombay, at the above date, for keeping up the communication with England, were the *Atalanta* and the *Berenice* steamers. The *Semiramis*, which belonged to that station, had been condemned, and the *Kilkenny*, appointed to join it had not arrived, while the *Hugh Lindsay*, as is known already, had been proved entirely deficient in power for the purpose, having been compelled to put back to Bombay, where she arrived on the 3d of May, with the mail of the 16th of April, even before the coming on of the monsoon season; it was only, as the letters phrase it, the "prelude to it." Such a state of things is discouraging, indeed, to the merchants who have fixed their hopes upon the full and steady advantages ere this of the communication through Egypt; while, at the same time, no term of reproach too strong can be applied to those who have thus deserted a great trust and public duty.—(Times.)

THE CHARTIST CONVENTION.

It is difficult in reading the stupid foolery of the selected delegates of the Chartists, as detailed in the following report, to believe that individuals so utterly devoid of common intelligence, can possess the means of doing the mischief they are known to have done by their influence over the minds of the multitudes, who have been obeying their behests in Birminghan and elsewhere. A meeting of the delegates took place in the hall of the Lumber troops yesterday. The meeting is thus reported.

Mr. Carpenter was in the chair. Mr. O'Connor had arrived from the *Northern Star* district. Mr. Bronterre O'Brien sat next him and from the ominous nods of Bronterre O'Brien, and the desperate manner in which he took snuff, it was evident that he was getting the Steam up. Knowing ones looked out for an explosion. Whi Mr. O'B. was brewing his indignation, the question how Mr. Lovett, the secretary, should be best defended at the approaching assizes, was discussed. It was proposed that two of the delegates should be sent down to assist him, but Mr. O'Connor said that however great their zeal and talent might be still, being ignorant of law, they could be of no use on his trial. This was quite true; and the chairman said what was especially desired to be done by the delegate who was to collect and keep ready the witnesses in behalf of the defendant. It was thought best to permit Mr. Lovett to employ his own attorney; and it is understood that he will select a Birmingham lawyer. Mr. O'Connor said he should be present at the defence of several of the delegates. Although the demand for bail had been so excessive, it should not be apprehended that Lovett's sentence, if he should be convicted, would be proportionably severe.

Mr. Bronterre O'Brien now rose, and said he had been vilified and calumniated by a band of conspirators, and he was determined to drag them into the light though, he should lose his life in the attempt. He had put a notice on the books to the effect that he should move the reconsideration of a question upon which the opinions of the delegates had been nearly balanced.---[We were told it was the reconsideration of the propriety of instituting the sacred month, or month of general cessation from labour, which it had been decided should commence on the 12th of Aug. next.] Another member had subjoined a paragraph, stating that whoever should proceed in such a course would be an enemy to the cause, and that the discussion must take place with closed doors. Now he (Mr. Bronterre O'Brien) would sooner submit to a band of bashaws then endure such tyranny. Was this the treatment he was to receive after labouring eight years in the cause of Radicalsm? Sooner than submit to a discussion within closed doors, he would---withdraw from the Convention.

Mr. O'Conner said the paragraph would apply to himself or to any other member under certain circumstances, as well as to Mr. O'brien.

Mr O'Brien---I'll tell you what it is, Mr O'Connor, there have been attempts of late to ruin my character with the people, and in consequence of them I have been already charged in Lancashire as an enemy to the cause. I defy my enemies to the proof. Why should they stigmatise any man without proof? Why, I have heard that Mr. Leesom, there, who has put in the notice I complain of, is a spy. (Order, order.) I have heard half a dozen different persons say he is a spy (order), and yet I would not call him such without evidence.

Mr. Leesom maintained he had a perfect right to insert that notice. He treated the insinuation that he was a spy with perfect scorn.

Mr. O'Brien, amidst repeated interruptions and cries of "order" from several delegates and from the chairman, proceeded to say that the conspirators had endeavoured to ruin him down on the ground that he had caused the publication of the difference between Stephens and Macdonell. (Order, order, and question.)

Dr. Macdonell: I will not allow my name to be used on this occasion

Mr. O'Brien: Now so far from that being the case, I did all in my power to prevent those publications. (Order.) Tell me who the author of the report is, Macdonell, and I'll call him a villain; and if you are the author, I call you Macdonell, an atrocious calumniator. (Loud cries of order order. Macdonell and O'Brien, who set next each other, here turned round face to face.)

Mr. Macdonell: If you want me, sir, you know where to find me.

Mr. O'Brien: Yes, and if you want me, you'll find me ready with a case of pistols, by Jasus!

The Chairman: Order, order! Gentlemen, order!

The whole Convention then rose, and Mr. O'Brien walked over to Mr. Leesom grinding his teeth. Mr. Leesom at once turned his umbrella into a pike, and awaited Mr. O'Brien. Mr. O'Brien, however, did not then use physical force, but assailed Mr. Leesom in very abusive language, the whole of which Mr. Leesom said was false.

A Mutual Friend: I propose, gentlemen, that you settle this difference with a case of pistols.---(Hear, hear.) Upon this, Mr. O'Brien went out, and Mr. Leesom remained, and so the first stage of the affair terminated. Some said that the dispute would be settled before supper time, in a triangular duel, between Mr. O'Brien and Mr. Macdonell and Mr. Leesom. Others, who are for "Moral force," trusted that the honourable members would satisfy each other by mutual assurances that they used the words "enemy to the cause," "atrocious calumniator," and "spy," only in "a Pick wickian sense."---Herald.---*July* 22.

SUBSTITUTE FOR THE SACRED MONTH.

The clever Chartist project of a month's starvation does not appear to be very captivating upon a nearer view. As the time approaches the resolution does not seem to strengthen. In Scotland, which is a land of prudence, the Chartist project for a month's idleness and want has found no favour whatever, and the agitators complain that in England their followers are not armed generally enough for it. The meaning of being sufficiently armed for a cessation of labour and wages is obvious enough. Now if it were possible, as supposed by the Chartist leaders, to get a million of people to provide themselves with arms, and to give up a month's wages, could no better and more practical use be made of such a sacrifice than the production of a month's want, misery, tumult, devastation, and bloodshed.

Fire-arms for a million, at the moderate rate of £1 a man, would give	£1,000,000
The sacrificed wages of a million, at the low average of £3 a month, would give	3,000,000
Total	£4,000,000

Thus, in the desperate attempt to obtain the suffrage, by means against which humanity revolts, four millions sterling are to be thrown away by the working classes, and with no other certain prospect than that of suffering, slaughter, and execution for the men, and starvation for their wives and innocent children. Now if such a sacrifice of money could be made for the franchise, could it not be made with more effect without the horrors and mischiefs we have alluded to, and proceeding upon certainties instead of desperate chances? For four millions sterling, earned in wages and clubbed for the purpose of enfranchisement, four hundred thousand industrious families well lodged, instead of rendered houseless and destitute. Here would be at least a good slice of the suffrage; and if there is to be a sacrifice at the expense of the many for the object, it would surely be better that the sacrifice should be for a certain though partial result, than for a most improbable general result, and that it should be attended with benefit to a portion of the working classes themselves instead of ruin to them, and injury to the rest of the community.—We have said thus much by way of general illustration upon an extreme hypothesis, but it would be well for the Chartists to consider whether any amount of sacrifice which they are really and without exaggeration disposed to make for the franchise, might not have an application beneficial to their own body, instead of injurious to the rest of society, and sure in results, instead of proceeding on the most desperate chances. They profess to be ready to pay representatives in Parliament; and, extending the same principle, they might support a ten-pound constituency out of their own body and the fruits of industry, which they profess to be ready to forego for the foolery, madness, or wickedness of the so-called sacred month. They cannot elect members of Parliament, but they can make ten-pound voters if they are resolved, as they assert, to make sacrifices, and practise self-denial, for the attainment of the suffrage. The million which they boast themselves to be subscribing, a pound a-year each, would support a constituency of 400,000 of their best men. A pound is much for a poor man to give, but it is not so much as the proposed sacrifice of a month's industry; and it would better the condition of 400,000 good men with their families, instead of ruining millions, and filling the country with terror and misery.---Examiner. July, 27.

FOREIGN VIEWS OF HOME AFFAIRS—THE CHARTISTS AS REGARDED IN FRANCE.

The conduct of the Melbourne cabinet merits approbation. In a country like England, where respect for the rights of the citizens is carried as far as possible, it has neither done too little nor too much. The tardiness of the magistrates of Birmingham is, however, complained of; and on this point the ministry have ordered a general inquiry, the result of which will be submitted to the Houses of Parliament. We would ask what the Chartists want. Is it the abolition of the corn laws? Is it the amelioration of the condition of the labouring classes of the poor? This is what they want without a doubt, but their petitions are filled with political griefs. They ask for universal suffrage and the ballot. Universal suffrage! what a demand in a country which has an hereditary House of Peers, and a clergy hemmed in by privileges! It strikes us that there are abuses enough to destroy, positions enough to equalize, before the universal equality which the Chartists dream of could be attained. Nations cannot without extreme peril jump over intermediate reforms. They must attack difficulties one by one, and at each obstacle that they surmount strengthen the ground which they have gained. What is the proper course to be pursued in England? What remains to be done there? The Catholics have been emancipated, the House of Commons has been reformed, and thus two enormous abuses, which it required the work of a century to undermine, have been removed. To these conquests the people should add the emancipation of Ireland from unequal laws, and the reform of the clergy and the House of Lords; this is the logical order of ideas, and in this way the people will proceed, in spite of the turbulent agitators who would compromise by their conduct the entire cause of reform.—*Constitutionel.*

And now, is it to be dreaded that the deplorable scenes of Birmingham will be renewed at Newcastle and Manchester, and that a general convulsion will take place, having London for its focus of operations? Is there an organized plan by the Chartists to attain by violence, fire, and pillage, the accomplishment of designs which we cannot understand? Rumours of this kind are afloat, but they are probably much exaggerated. But whatever may be the success dreamed of by a few criminally ambitious men, it never can be realized by such means---there is too much good sense in the English people not to disavow the insensate suggestions of those who would attempt to substitute schemes of violence for the slow but certain progress of legitimate reform. There are politicians here who perceive in the condition of England social grievances which demand and attentive examination of its government; but there is no person who does not feel indignation at the acts of fury and delirium such as those of which Birmingham has been the theatre. The more one is devoted to the Liberal cause, the more will be the regret at seeing it compromised by conduct which can only give strength to its foes.---*Moniteur Parisien.*

THE TIMES AND THE TORIES.

The *Times*, on Thursday, fell foul of Sir Robert Peel and lectured the Tory leader in the following fashion---

"Respecting the discussion on the Poor-rates Collection Bill, which occurred in the House of Commons on Thursday, we can only say that the part which Sir Robert Peel took gives us sincere and unmingled pain. He may vaunt himself of the share which he has had in promoting that unhallowed measure the New Poor-law, if he pleases: the country which would gladly look to him for relief, does not vaunt him: many of his personal friends do not. It is hardly credible, as a mere matter of policy, that he should thus by anticipation damn his future Ministry. Nobody wants him, since he has unluckily taken up an opinion on one point hostile to the general feeling of the country, to relinquish that opinion; but he need not blazon it; He need not exult in the helping hand which he has lent to an odious Ministry to enthral an unhappy people.

"Let Sir Robert Peel understand his position. He is infinitely better than the wretched men to whom he is opposed in Parliament upon all points except this. But he is not a Canning, he is not a Wyndham, nor a Pitt, nor a Fox. He cannot, by dint of personal influence or brilliant talents, carry his countrymen with him to any great extent upon questions on which there was no union of opinion before, as was the case with those statesmen 'born in happier days.' We beg he would calmly ask himself this question—'Does any one man in all England think the better of the Poor-law on account of my exposing myself to unpopularity by praising it? If not, (and that he must see is the case,) why should I needlessly, uselessly, and to no end whatever, incur odium on account of it? It is no law of mine. On the contrary, it is a reproach to me, if the law be really a good one, that I introduced nothing of the kind myself while I was Minister.' Reflections of this kind would be of great use to Sir Robert Peel. We respect him, but are no flatterers of him, nor ever will be."

Admiralty Courts Bill. The Committee on this measure, by a vote of 80 to 35, fixed the salary of the Judge of the Admiralty Court at 4,000*l.* a year. It appeared that Sir John Nicholl had given his opinion that 3,000*l.* a year was sufficient; and Sir Robert Peel said, that had he been in office, he should have proposed 3,000*l.* a year, on Sir John Nicholl's authority; but if the question were then to be decided, he would vote for 4,000*l.*, for in his own opinion the larger sum was not too much. Mr. Wakley said—

The continuance of this reckless course was chiefly owing to the right honourable gentleman the Member for Tamworth taking the Government under his protection. He believed the right honorable gentleman had some intention of leaving town. He should be sorry to lose his talents in the House, but he really thought that the Radicals and the Opposition could fight the battle against the Government much better without the right honourable baronet. (*Laughter.*) He hoped, therefore, the right honorable gentleman would expedite his departure. (*Continued laughter.*) What had he now done? He came down prepared to vote for 4,000*l.*, but he heard important information which threw new light on the question. He heard the opinion of Sir John Nicholl in favour of 3,000*l.*, which he confessed he would have adopted if he had been in office; and yet he supported the proposition of 4,000*l.* apparently for no purpose but to save the Ministry.

Sir Robert Peel said, though he had not the slightest confidence in Government, yet, when they proposed measures deserving support, he would vote with them rather than unite in a factious opposition with Radicals to embarrass the Ministry.

Subsequently, the Committee, by a majority of 61 to 51, rejected a proviso, moved by Mr. Hume, to prevent Judges of the Admiralty Court from sitting in future Parliaments. Other divisions took place on minor points, and the House resumed.—*Spectator, August* 3.

THE APPROACHING TOURNAMENT.

Saturday last was the last practising day, when the gardens of the Eyre Arms Tavern, St. John's Wood, were honoured with the presence of the Duchess of Cambridge and the Princess Augusta and Mary of Cambridge, and upwards of 3,500 persons of distinction, for the purpose of viewing the prowess of the knights of the 19th century. On each side of the ground were elevated benches for the accommodation of the spectators. At the extreme end were three tents, where the knights were equipped. At the opposite end a marquee was erected for the Royal Family and principal nobility. The ground was furnished with a barrier, and all the other appurtenances of the ancient tilting-yard. By four o'clock the benches were crowded with a splendid assemblage of the rank and beauty of this metropolis. The Duchess of Cambridge, accompanied by the Princess Augusta and Mary of Cambridge, arrived shortly before four, attended by Baron Knesebeck and the Hon. Miss Kerr. Her Royal Highness was received immediately on her arrival by the Earl of Eglintoun, Earl of Wilton, etc. The practice then commenced with running at the quintain. The Hon. Capt. Gage, Lord Glenlyon, Viscount Alford, Hon. Capt. Maynard, etc., eminently distinguished themselves by the force of their attacks. The horsemanship of the Hon. Captain Maynard was much praised. Viscount Alford and Lord Glenlyon received falls during the afternoon. The young Marquis of Worcester, who very succesfully pierced the oranges with his spear, through his horse shying was thrown, but, we are happy to state, was not hurt by the fall. At a quarter to six the Marshal of the Lists (Lord Gage) made the subjoined proclamation, preparatory to the Earl of Eglintoun and Vincount Alford entering the lists:—

"No knight to ride more than three courses with the same opponent, in which advantage of any kind gained twice by the same lance decides the victory; so that if these be gained in the two first, the victory is decided, as in heats at a race. N. B.—In default of other advantage gained in any course the judge will decide for the atteint made nearest to the centre of the shield. It is expressly ordered by the Earl of Eglintoun, and must be distinctly understood by each knight, upon engaging to run a course, that he is to strike his opponent on no other part than the shield; and that an atteint made elsewhere will be adjudged foul, and the match forfeited. Particular attention is most earnestly requested to be paid to this injunction, for the general good and credit of the proposed tournament, as any untoward accident might throw discredit upon it, or even prevent its ever taking place, by force of law or public opinion. No knight can be permitted to ride without having on the whole of his tilting pieces. Lances of equal length, substance, and quality, as far as can be seen, will be delivered to each knight, and none others will be allowed.

"Gage, Marshal of the Lists.

A flourish of trumpets announced the readiness of the noble combatants "plated in habiliments of war." The Earl of Eglintoun wore a costly suit of brass armour. From the crest which surmounted his helmet proceeded a plume of blue and yellow feathers. His horse was richly caparisoned with blue satin and cloth of gold. Viscount Alford was cased in a magnificent suit of polished steel. His lordship's horse was also caparisoned with blue and white cloth. Both knights, having made their *devoirs* before the bevy of noble dames in the principal pavilion, took up their positions. The herald then sounded a charge, and the knights rushed to the encounter; but the pass was made without damage. After a slight pause, the noble lords again rushed forward, the lance of the Earl of Eglinton slightly touching the *passe-garde* of his adversary. In the next course the Earl of Eglintoun struck the *passe-garde* of his opponent, and the concussion splintered his lance. In the next course Viscount Alford came full upon the *passe-garde* of the Earl of Eglington with such force as to shiver his lance into several pieces. After this course the noble knights dismounted, and retired to their respective tents to unarm. At this period the Duchess of Cambrige retired, and was followed by a portion of the company. The Hon, Capt. Gage and Lord Glenlyon next entered the lists, but owing to the untractable disposition of Mr. Gage's charger, after several fruitless attempts the contest was given up. The Marquis of Waterford did not practise. Viscount Powerscourt, Mr. Balfour, Lord Drumlanrig, Mr. Cavendish, etc., were riding in the lists. Earl Craven, who was present, wore a superb coat of steel, ornamented with gold elaborately wrought in arabesque. In giving the following list of the knights and their esquires, it is to be observed that these are likely to be materially increased in number.

KNIGHTS.	ESQUIRES.
The Duke of Beaufort	The Hon. F. Charteris.
The Earl of Eglintoun	Lord A. Seymour, Mr. M. Grant, and Mr. G. Dundas.
The Marquis of Waterford	Lord W. Beresford, and Mr. L. Ricardo.
Earl Craven	Hon. Frederick Craven, and Hon. James Macdonald.
The Earl of Cassillis	Hon. — Noel.
Lord Cranstoun	
Viscount Alford	Hon. Mr Cust, and Mr. T. O. Gascoigne.
Lord Glenlyon	Sir D. Dundas, and Mr J. Balfour.
Hon. Captain Gage	Mr. A. Murray, and Mr R. Fergusson.
Hon. Captain Maynard	Hon. Paul Methuen, Mr. F. Cavendish, and Mr. J. Tomkin.
Hon. S. Jerningham	
Captain Fairlie	Mr. H Wilson, Capt. Purves, and Captain Pellat.
Mr. J. Campbell	Chief of Clanranald, and Capt. Blair.
Sir Frederick Bathurst	
Sir Frederick Johnston	Viscount Drumlanrig, and Hon. Augustus Villiers.
Sir F. Hopkins	
Captain Beresford	Viscount Maidstone, and Mr. Lumley.
Mr. C. Lamb	Mr. Crauford, and Mr. Gordon.
Mr. C. Boothby	
Mr. Lechmere	Mr. Corry, Mr. J. Horlock, and Mr. J. Fane, etc.

The Duke of Beaufort was to have been "King of the Tournament," but we understand the Earl of Errol is to occupy that post. Among the nobility we recognised—

Prince Louis Napoleon, Prince Jean Soutzo, Duke and Duchess of Beaufort, Marquis of Worcester, Dowager Duchess of Richmond, Marquis and Marchioness of Londonderry, Lord Seaham, Marchioness of Ely, Lady Ann Loftus, Marchioness of Allesbury, Earl of Wilton, Marquis of Westminster, Count Valentine Esterhazy, Baron Bourquency, Lord Cassillis, Lord Leveson, Dowager Countess of Pembroke, Ladies Georgiana and Emma Herbert, Lady Anne Beresford, Misses Beresford, Mr. Hope, Sir W. R. Clayton, Misses Clayton, Lord and Lady Seymour, Viscount Maidstone, Lord Cantilupe, Marquis and Marchioness of Abercorn, Lord Burghersh, Hon. C. Forester, Lady Glenlyon, Hon. Miss Murray, Countess Stanhope, Lady Wilhelmina Stanhope, Lord and Lady Blantyre, Hon. Misses Stewart, Viscount Persigny, Viscount Villiers, Hon. Mr. Jerningham, Sir R. Gordon, Hon. S. Herbert, Countess of Verulam Lady Mary Grimston, Lady Augusta Somerset, Mr. Knightley, Baronness Keith, Hon. Miss E. Elahaut, Dowager Countess of Craven, Lady Louisa Craven, Lord and Lady Maynard, Hon. Misses Mayard, Countess of Minto, Lady Elizabeth and Fanny Elliot, Sir Robert and Lady Peel, Miss Peel, Marquis and Marchioness of Normanby, Lady Lyndhurst, Hon. Miss Copley, Earl and Countess of Clarendon, Lord Melgund, Marquis of Waterford, Earl and Countess Craven, Lord Glenelg, Hon. Mr. Ponsonby, Countess of Mansfield, Ladies Murray (2), Viscount Mahon, Sir John and Lady Paul, Colonel and Lady Mary Fox, Earl of Shelbourne Viscount and Viscountess Gage, Hon. Miss Gage, Earl Grosvenor, Hon. Miss Liddell, etc.—(Herald.

HANOVER.

The Hamburg papers, of Tuesday evening, are filled with accounts of the violent excitement prevailing, in consequence of the arbitrary act by which the King suspended Mr. Rumann, the Chief Magistrate of the city, for having affixd his signature to the memorial addressed by the magistrates of Hanover to the Diet of Germany. On the 17th instant a deputation of citizens waited upon the King, to remonstrate against the suspension of Mr. Rumann, and to declare, that even if that magistrate had been guilty of any thing to justify his suspension, the case was provided for by the municipal statutes of the city, which directed, that under such circumstances the Syndic of the city should replace him. The King declared himself ignorant of the existence of the regulation referred to, but on appealing to his Minister, Mr. Von Schele, the latter was obliged to confirm the statements of the Deputation. The King thereupon declared, that it had never been his intention to infringe on the ancient privileges of the city, and he was understood to intimate that the appointment of Mr. Hagemann, in the place of Mr. Rumann, would not be persisted in, provided the magistrates would be responsible for the preservation of tranquillity. This concession on the part of the King had, perhaps, the effect of preventing a popular explosion on that day, the greater part of the population having assembled in front of the palace, many in their uniform as members of the Burgher Guard. The excitement appears not, however, to have been wholly allayed. During the greater part of the night crowds were perambulating the streets, and the troops remained under arms. The Hamburg papers allude also to inflammatory placards, but without giving their contents. On the 18th there seems to have been some slight collision between the people and a small party of soldiers, but without leading to serious consequences. On the 19th the excitement continued, and riots of a serious nature occurred in the evening, but the allusions in the Hamburg papers are worded with such extreme caution that it is difficult to collect any of the details. On the following day, however, the police deemed it necessary to issue a proclamation, the severe enactments of which were not calculated to calm the effervescence in the public mind, the more so as the King had not, even on the 21st, announced any determination to abandon his violent and illegal attempt to interfere with the municipal privileges of the city.

Though the Hamburg papers give but few details of the riots of the 19th, it is evident that they were of a serious character, since it is stated, that the cavalry charged upon the people assembled in front of the Palace, and that several persons, chiefly women, were trampled down by the horses. Some of the soldiers also are stated to have been hurt. One letter, dated the 21st, in the *Hamburg Borsen Halle*, simply alludes to the event by saying, that the crowd "was quickly dispersed by the police & the gendarmes, but not without bloodshed.

On the 20th strong reinforcements of troops arrived at Hanover from all directions, and more troops, it was well known, were on their way. Petitions to the King were in course of signature, praying for the reinstatement of Mr. Rumann, and reports were industriously circulated, that a number of distinguished individuals were exercising their influence with the King, to induce him to adopt a more conciliatory course, but very little reliance was placed on the success of these endeavours.—*Albion, July* 29.

The *Leipsic Gazette* states, under the head of Berlin, 24th inst., that it was generally believed in that city that the petition of the Hanoverian Corporations to the Germanic Diet would have a favourable result as the agitation in Hanover created a sort of ferment generally in Germany, which the Government would hasten to check by restoring quiet in Hanover. Most of the plenipotentiaries of the German Customs' Union had arrived in Berlin, and were about to commence their discussions. The first question was to be that of weights and measures.—The treaty of commerce with Holland, says this account, will probably be followed by a treaty with Belgium, which is very desirous of entering into the Union.

(From the *New Orleans True American.*)

We have received intelligence from a quarter that can be relied on, of the intentions of Mexico towards Texas. The Mexican troops are to approach the western confines of Texas in small detachments simultaneously, and to rendezvous on the Rio Brazos, until the grand body shall number about 8000 men. The centre is to be supported by a detachment of cavalry, stretched to the right and left, so as to sweep the whole country. The invading force is not to be less than 2000 men. An exterminating war is to be waged. No quarters to man, woman, or child, will be the watchword. Not a house to be left standing in the country. Universal pillage is to be allowed to incite the soldiery to action. The whole command is to devolve upon, Bustamente, and should he be worsted in his march by the Texians, Santa Anna is to take the field in person, at the head of 10,000 men. The campaign is to begin in September.

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